

THE GRAIN GROWERS' GUIDE

WINNIPEG

Vol. 1 MAY, 1909 No. 11

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UNDER THE AUSPICES OF THE
MANITOBA AND SASKATCHEWAN GRAIN
GROWERS' ASSOCIATIONS AND
THE UNITED FARMERS OF ALBERTA
AND EMPLOYED AS THE OFFICIAL ORGAN OF THOSE BODIES

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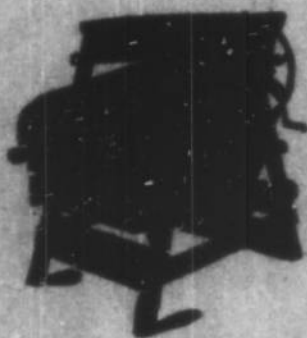


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AND THOSE WHO SPIN
AND THOSE THE GRAM WHO GARNER IN
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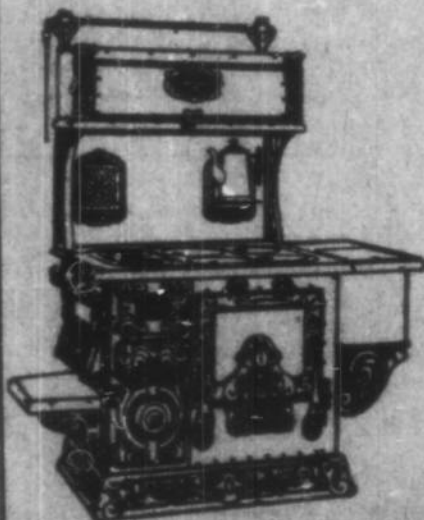
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THE GRAIN GROWERS' GUIDE

NO. 11

WINNIPEG, MAY, 1909

VOL. 1

ADDRESSED TO THE FARMERS OF



Published under the auspices and employed as the Official Organ of The Manitoba Grain Growers' Association, The Saskatchewan Grain Growers' Association and the United Farmers of Alberta.

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NO. 11

MAY 1909

VOL. 1

TO SUBSCRIBERS

We have recently had occasion to rectify many errors in our mailing-lists. Enough were found to make us feel that there may be more.

Will you help us, if your magazine is not correctly addressed, or if you have failed to receive certain numbers, by sending us a postal-card stating that fact and giving (1) the present address and (2) the address as it should be? Address your complaint simply. "The Grain Growers' Guide", Winnipeg.

AS IT STOOD BEFORE

Decision of the Railway Board.

We publish on another page of this issue the order made by the Board of Railway Commissioners and a copy of the judgment of the Chief Commissioner in the matter of the complaint of the Hamiota Grain Growers' Association as to the extra charge of 1 cent per 100 lbs. for privilege of bulkheading a car and a specific charge of \$3.00 per bulk head for removing same in cars of grain in which there is a partition plank to keep different kinds of grain separate. The railroad companies at the time of the hearing applied for an order to have the practice discontinued.

The Board dismissed the complaint of the Grain Growers' Association and refused the application of the railroads, thus leaving the matter as it stood before.

The elevator interests usually take undue advantage of the man who is unable to ship direct because of his not

having sufficient to make a car load. To overcome that he divides a car into compartments at his own expense. This admittedly causes some delay at the terminals, and the Grain Growers are willing to allow fair compensation for any delay that may arise therefrom, but think the railroads should not take undue advantage of the necessities of the man who is unfortunate enough not to have a car load of one grade of grain to dispose of.

In all the conferences held in recent years between the Grain Growers, Grain interests, Railroads and Government officials, the representative of the railways attempted to play the role of protector to the small farmer—delighted to pose as his guardian angel. Their solicitude on those occasions for the man who had not enough grain to make car load shipments was pathetic in the extreme. Yet, when he endeavors to help himself to ship in car lots by making provisions to keep two kinds of grain separate in a car, they manifest their solicitude for his welfare by charging him an extra amount equal to \$9.00 per car for placing his wheat in the terminals.

It is worthy of note that the Chief Commissioner in his judgment attaches considerable importance to an opinion expressed by the Grain Inspector at Fort William in a letter written to the traffic managers of one of the Railways.

Had this government official been subpoenaed to give evidence at the hearing nothing could be said but we wonder why he thought it incumbent upon him to interject himself unsolicited into a controversy between the Grain Growers Association and the Transportation Companies or what difference it made to him in the discharge of his duty as inspector whether or not a certain system of loading cars entailed additional expense on the carriers and the elevators receiving the grain. In this connection it may not be out of place to direct attention to another official connected with the Inspection Department who in his perambulations—if current report does not misrepresent him—devotes the larger portion of his time in an attempt to stem the advancing tide of popular sentiment in favor of Government Ownership of elevators, and casting reflections on leading officials of the Grain Growers' Associations. The failure of the executive of the Manitoba Grain Growers' to secure reduction in the extra charge in bulk headed cars is another illustration of the difficulty of improving conditions by regulations and emphasises the necessity of vigorously pressing for having our storage facilities placed so that they would be used in the public interest and not as now a means of enriching a few at the expense of the farmer who is not in a position to ship a car load of one grade and who is fined heavily if he partitions a car at his own expense to escape the greedy exactions of a street buyer.

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ALBERTA ADDRESSES OTTAWA ON MANITOBA GRAIN ACT

Geo. Harcourt, Deputy Minister of agriculture, L. P. Strong, President, Alberta Pacific Elevator Co., and Ed. J. Frean, Secretary of the United Farmers of Alberta, composed a delegation which waited on Sir Richard Cartwright, Minister of Trade and Commerce, on April 27th, in reference to changes in the Manitoba Grain Act as it affects shipments of westbound grain.

Premier Rutherford and Attorney General Cross, of Alberta, were also present at the conference together with many of the Federal members of the Western provinces. The delegates of the Grain Growers' Associations of Saskatchewan and Manitoba, who were in Ottawa, were invited to attend and were present during the conference.

The delegation is the outcome of a conference of Elevator Owners, Grain Dealers, Railroads, Banks Boards of Trade of Vancouver, Calgary and other cities, farmers and members of the Alberta Government held in Calgary early last February, arranged for by Premier Rutherford of Alberta to consider the feasibility of an outlet for Alberta grain via Pacific Coast.

The delegation laid before the Minister a series of resolution passed at the conference which they supplemented with a memorandum of suggested changes in the Grain Act. The resolutions were as follows:—

Messrs. Harcourt and Strong in speaking to their memorandum presented a glowing account of the advantages that would assure to the Alberta farmers by the opening of the West?rn route and tried to convey the impression that the Manitoba grain Act was the only obstacle in the way.

Mr. Strong stated that at present there was a saving of 6 cents a bushel in freight rates from Alberta points to Liverpool via Vancouver as compared to shipments east. Asked by Dr. McIntyre if the farmers got the advantage of that difference—he replied not until there was a change in the system of supplying cars.

(One cannot help wonder if they would get it then.)

The feature of the conference was the "clean bill of health", given to the elevators owners by Mr. Frean. His line of argument was very similar to that advanced by the grain dealers and railroad representatives at the conference held at Ottawa a year ago. It must be refreshing to those interests to have the secretary of a farmers association of the Western Provinces "patting" them on the back.

AN ERROR

"Mossback" brings the notice of The Guide to a typographical error in his letter headed "A Word of Caution" which appeared in last month's issue. First sentence of third paragraph should read: "If we had sold the former amount (150 million bushels) instead of the latter (100 million) we would have received about 25 per cent. per bushel less for the crop."

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BULK-HEADING OF CARS JUDGMENT.

The Chief Commissioner:—

The bulkheading of cars is a convenient practice for grain-growers. It permits the individual shipper to forward various kinds or grades of grain separate, in one car; or two or more shippers to club together and ship various kinds of grades, and keep their respective shipments separate. For this privilege the Railway Companies' tariffs show an extra charge of 1 cent per 100 lbs., and a specific charge of \$3.00 at the terminal to each bulkheaded car. The complainants allege these charges to be excessive, at the same time admitting the carriers' right for some additional compensation. No delay or expense is imposed upon the carrier at the point of origin; the bulkheading is done by the shipper, he also finding the material. It costs no more to haul the car to the terminal, but it is there that the additional burden is imposed upon the carriers. Many of these cars contain shipments for different elevators. In 1908, one hundred and fifty-six bulkhead cars had to be shunted to different elevators, and it is for this extra shunting, and to the damage done the lining of the car that the carrier charges the 1 cent per 100 lbs. The \$3.00 specific charge per car is paid by the Railway Companies to the Elevator Company for the delay to the latter in unloading and elevating different kinds or grades of grain from the same car.

Much evidence was given on behalf of the railway companies at the hearing, and the necessary movement of the cars at the terminal fully explained; the delays to the operation of the elevators were gone into fully, and from a letter dated July 20th, 1908, from the Chief Grain Inspector at Fort William, the extract is taken:—

"I have just completed the statement for the whole crop from September 1st, 1907, to July 15th, 1908. The total number of cars received over the C.P.R. is 34,014, and of these 1855 had partitions in them, I find by enquiring at the elevators that the unloading of each partitioned car delays the elevator from 15 to 20 minutes, and while this partition car in the shunt is being unloaded, all the other shovellers and employees in the elevator are lying idle."

The Inspector deals fully with other branches of the system and states that, in his opinion, it is a pity that the shipping of grain in partitioned cars cannot be wholly stopped.

It was stated at the hearing that the \$3.00 charges did not reimburse the elevator company, and the railway companies expressed a desire that the Board should wholly prohibit the practice of bulkheading.

The general convenience of the whole of those who ship grain is the matter to be considered, and in the movement of a heavy crop to the head of the lakes, in a short season, any delay in the elevation of one car delays the whole line; that on the Canadian Pacific 5½ per cent, and on the Canadian Northern 9 1-3 per cent, were bulkheaded cars for the season ending July 15th, 1908 shows there must have been considerable delay at the elevators. There does not appear sufficient evidence upon this record for the Board to say that the system should be prohibited, but I am of the opinion that enough has been shown to enable one to say that, during the movement of a very heavy crop, the Railway Companies would be acting entirely in the interests of the public, as a whole, if they withdraw the privilege of bulkheading.

The main question is not that 5½ or 9½ per cent of the grain may escape elevator charges at points of origin, but that no impediment to the flow of the whole crop to the lake elevators should be permitted.

The Railway Companies may, in the meantime, be left to continue the existing practice, but the Board cannot make any reduction in the tolls charged.

THE OTTAWA DELEGATION

Memorandum Presented to Minister of Trade and Commerce

The delegation which visited Ottawa on behalf of the Grain Growers' Associations of Saskatchewan and Manitoba to urge the Government to operate the terminal elevators and to make some changes in the administration of the Grain Act, at the request of the Minister of Trade and Commerce submitted the following memorandum before leaving for the West:

Hon. Sir Richard Cartwright,
Minister of Trade and Commerce,
Ottawa, Ont.

Sir,—In further reference to the different matters we discussed with you in our interviews of April 28th and May 4th, we beg to submit the following memorandum:—

1st. We desire to enter a strong protest on behalf of the farmers of Manitoba and Saskatchewan against any suggested change in the provisions of the Grain Act, in respect to the system of distributing cars for handling grain, in so far as it would affect the supply of cars to the provinces of Saskatchewan and Manitoba.

No clause in the Act has contributed so much to the protection of farmers as the clause referred to; hence the necessity of no change being made that would prejudice the interests of the farmers of the two provinces.

2nd. That necessary changes be made in the system of securing samples for inspection and making report of out-turns so as to provide that the inspector should not know the name of shipper, consignee or point of shipment until the grade of the grain in the car is determined.

3rd. That permission be granted the Grain Growers' Associations to have a representative to act in conjunction with the samplers of the department to secure samples of cars shipped by farmers.

That no license be granted to interior public elevators for receiving, shipping and storing grain built after..... unless they contain at least eight bins of eleven hundred bushel capacity for special binning grain and be equipped with proper cleaning appliances.

5th. That a properly qualified inspector be appointed in Britain whose duty will be to examine into shipments of Manitoba wheat arriving at British ports, with power to enquire into difference that may arise between buyer and sellers.

This in principle is applying to grain the policy the government has adopted in respect to agricultural products exported from Canada to Great Britain.

RE STORAGE CHARGES.

1st. The charge for elevating, storage and insurance at the terminals at the Lake front is $\frac{1}{2}$ c. per bushel for first fifteen days and 1-30 of a cent per bushel per diem each subsequent day, or 1 cent per month, making the storage from the close till the opening of navigation from 4c. to 5c. a bushel. We are credibly informed that the charges at the ports east of the Lakes is $\frac{1}{2}$ c. per bushel for elevating, and the storage from 1st Dec. to 1st May is only 1c. per bushel additional. We therefore urge your department to take the necessary steps to have the insurance and storage charges in the terminals at Fort William and Port Arthur reduced so as to be on a parity with similar service east of the Lakes, before the next crop begins to move.

2nd. That the following words be added to Sec. 27 of the Grain Act:—"Excepting in TERMINALS OWNED OPERATED BY RAILWAYS."

Re praying the Government to acquire and operate terminal and transfer elevators we submit:

1st. That the movement in Western Canada and the farmers' organizations connected therewith, for improving conditions for distributing our grain product is purely industrial and wholly disassociated with any proposal having for its purpose a general policy of government ownership of public utilities, and further that grain dealers who are not beneficiaries of the present ownership or terminals are in accord with our petition.

2nd. In order to produce the best results the character of Manitoba wheat demanded by the Inspection Act must be maintained in transit to the ultimate market.

3rd. We believe the impression is fixed in the public mind that so long as the terminal elevators are operated by companies who buy grain in the interior and who warehouse their own grain as well as that of the public after inspection, can manipulate the grain to their own benefit, if so disposed. Knowledge of the practices of the

present operators of the terminals, in the interior elevators in contravention of the provisions of the Grain Act, has destroyed all confidence that improper practices can be prevented in those houses by government supervision, be it ever so rigid, and affords no assurance that the standard of our grades will be fully maintained.

4th. Owing to the corporate system of carrying on business and the facility with which persons and corporations can secure dividend bearing stock certificates of other corporations, it seems impossible by legislation to prevent grain dealers and other large interests that has to do with the transportation of grain, such as railroads and banks, from having monetary interests in privately owned terminals and thus become the beneficiaries of any undue profits that may accrue by the elevator operator violating the provisions of the inspection act; evading the vigilance of the inspector in charge or otherwise.

5th. The large returns from money invested in terminals has a tendency to induce the building of more storage than is required, causing an unnecessary charge on the grain for maintenance. Three private companies are arranging to build houses at the Lake front this year, making a large addition to the storage there. This, in face of the fact that at present there is a storage capacity of 18,852,700 bus. at the lake front in which there was only 10,342,993 bus. of all grain in store 31st March of this year and little more than that at the same date last year; at no time did the total in store during open navigation exceed 7 to 8 million bushels.

6th. A great economy of elevator space would follow the government assuming control and operating the whole system, inasmuch as different grades could be assigned to different elevators, while under the present system each elevator has to retain space for each grade and class of grain.

7th. The grain trade of Western Canada, yet in its infancy, is yearly assuming larger proportions, and private concerns are yearly increasing their holding and fortifying their grip on the trade. The longer the government defer declaring their intentions of operating the storage facilities the greater the difficulty they will have to meet when they will intervene in behalf of the public.

8th. The system of operating that now obtains involve the maintaining of two sets of employees: that of the owners who operate the elevators and those employed by the government to see that the employees of the elevator owners will discharge their duties according to the provisions of the law.

9th. Were the Government to assume the operation as well as supervision as now, all that would be necessary for them is to provide employees to do the mechanical work, that is, to run the machinery, as they have now in their employment the necessary technical and expert labor as well as the office organization required to fully operate the terminal system.

WHAT IT WOULD COST.

The Grain Growers expressly desire that none of the cost of operation or maintenance be charged to the public revenue. Assuming that terminal elevators can be built at a cost of 20c. per bushel capacity, the 18,852,700 bushel capacity now at Fort William (allowing nothing for depreciation) would cost \$3,770,540, which at 4 per cent. would involve annually an interest of \$150,821.00. To meet that charge, together with cost of maintenance and necessary addition to staff, you would have an approximate revenue based on the receipts of 1908 as follows:—

Put through elevators at $\frac{1}{2}$ c. per bush.,	
80,000,000 bush.	\$500,000.00
In store Jan. 1st, which remained in say 4 months at $\frac{1}{2}$ c. per bush, 7,000,000 bush.	332,500.00
Say received before opening of navigation and charged 2 $\frac{1}{2}$ c., 3,000,000 bush.	82,500.00
Total	\$1,015,000.00

11th. The commodity that provides this revenue must of necessity pass through the terminal elevators on its way to the ultimate market. All the Government is required to do is to care for it on arrival. No necessity to solicit business.

12th. The most reprehensible feature of modern economics and the one productive of the most baneful results is the speculation in food products through option dealing. That operation in wheat is made possible by large

interests who own and control vast systems of grain storage plants combining to control the grain in sight.

In the Western provinces we have large milling firms and elevator companies (comparatively few in number) unified into one compact body under the rules of the Winnipeg Grain Exchange. That association, which is altogether dominated by and its policy directed by the elevator and mill interests, has within itself (through its numbers) elevator capacity, interior and terminal, amounting to upwards of 56 millions of bushels.

Possession of that vast storage capacity places them in a position to artificially create conditions that enable them to secure the larger portion of our wheat at depreciated prices and to successfully prevent effective competition in the operation of distributing our grain product.

The Grain Growers who have made this question a close study for some years, believe that the key of the situation lies in the ownership and operation of the elevators, and in view of the importance to the business interests of the country of increasing the purchasing power of the Western provinces, we confidently look to the Government of the Dominion to grant us relief by operating the terminal and transfer elevators, while we have the same confidence that the provincial governments concerned will assume the operation of the interior elevators.

We approach you with greater confidence inasmuch as granting our request will not impose additional charge on the general revenue. Our proposal is that a sufficient charge be made on the grain to meet cost of operation, maintenance, interest and sinking fund.

(Signed) R. McKENZIE,
Sec. Man. Grain Growers' Ass.

GEO. LANGLEY, Saskatchewan.

Dated at Ottawa, May 6th, 1909.

RESOLUTIONS PASSED AT GRAIN CONFERENCE, CALGARY, RE CHANGES IN GRAIN AND INSPECTION ACT

Whereas steps have been taken by various interests to inaugurate a system of Western shipments of grain; Resolved that this conference endorses the idea of shipping grain to the markets of the world by the Pacific coast.

That this convention is of the opinion that it is very desirable and in the interests of the farmers and every resident of this province that the name Alberta should be identified with all oats and barley as well as Red Winter Wheat.

Resolved that this meeting recommend to the Government of the Dominion of Canada and the Governments of the Provinces of Alberta and British Columbia that there shall be appointed a grain inspector for the Provinces of British Columbia and Alberta who has knowledge and experience in handling and grading the cereals produced in these provinces, and that he may have charge of all deputy inspectors throughout these provinces.

Resolved that the Manitoba Grain Act be so amended in its application to the Province of Alberta that any farmer or number of farmers wishing to put their grain through the elevators for sale or otherwise, be enabled to get cars in the same proportion as though they loaded from the platforms, and that the railways be obliged to keep a book for the purpose of recording their requests for cars in accordance therewith, and in the event of this amendment being made, that the Government prepare a draft agreement to be entered into by the parties interested, and that this draft agreement be attached to the Act as Schedule H.

Suggested amendments to the Manitoba Grain Act to cover Western shipments:

The provisions of the Grain Act throughout are to be understood to apply equally (in as far as it is possible to apply them) to points west and to shipments going west to the Pacific coast as they have hitherto applied to points east and shipments going east, and wherever the under-mentioned words occur in the Mani-

toba Grain Act, and the schedule thereto, they shall be taken to mean the equivalent as under mentioned, that is to say:—

Where the words "Manitoba Inspection Division" occur the Act shall also be understood to read "Alberta Inspection Division."

Where the words "Winnipeg or St. Boniface" occur the Act shall also be understood to read "Calgary or other inspection points."

Where the words "Fort William and Port Arthur" occur the Act shall also be understood to read "Vancouver or other Pacific Coast terminals."

Where the words "East of Winnipeg" occur the Act shall also be understood to read "West of Calgary or other Alberta inspection points."

Where the word "Eastern" occurs the Act shall also be understood to read "Western" or "Both east and west as the context would require."

Where the word "Manitoba" occurs the Act shall also be understood to read "Alberta."

SCHEDULE H.

Assignment of car cannot be made unless a car load is sold by one or more farmers. In case several farmers join to make a carload all their names must be placed jointly on car order book.

CAR ASSIGNMENT.

(As per Section 91).

I (or we) hereby declare that I (or we) have this day sold to.....Station.....190...
the following grain.....
bushels of....., said grain to be delivered
as required by the purchaser.

And I (or we) hereby assign to.....my
(or our) right to car ordered the.....day of.....
car order book No.....

I hereby declare that I have purchased the grain above mentioned and hereby accept assignment of this car.



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MILLERS' ASSOCIATION AND THE TERMINALS WANT GOVERNMENT CONTROL

Mr. C. B. Watts, Secretary of the Dominion Millers' Association, on behalf of that body, submitted the following memorandum dealing with the terminals:—
Sir Richard Cartwright,

Minister of Trade and Commerce,
Ottawa, Ont.

Dear Sir,—While there has been a certain improvement in the grain as it comes from the public elevator at Fort William and Port Arthur since the government took closer control, yet we regret to say that matters are not yet in a satisfactory condition.

There is a marked difference in the quality of the grain coming out of the privately owned and operated terminal elevators, as compared with the C.P.R., both dealers and millers telling me that the wheat out of the C.P.R. is on an average $\frac{1}{2}$ to 1c. bushel—and sometimes the difference is considerably greater than this—better value than out of the elevators owned and operated by firms interested in the buying and selling of grain.

All the terminal elevators except those owned by the C.P.R. are operated by men who are dealing in grain, and are largely controlled by United States concerns and managed by experts from across the line. We are strongly of the opinion that it is not in the best interest of either the farmers, millers or exporters that the terminal elevators should be in the hands of parties interested in the buying and selling of grain, and we believe that the only way in which the best interests of all parties can be served and the high reputation of Manitoba wheat preserved is for the government to operate the terminal elevators, acquiring them by lease or purchase.

Private individuals can make far more money by handling and manipulating grain than they can by the legitimate elevation and storage of grain, which should not be allowed, as they should be warehousemen pure and simple and have no interest in the grain in any way, shape or form outside the authorized charges, which pay a very handsome return on the capital invested.

I beg to submit the following figures for your consideration:

During the year ending 10th December, 1908,	
there has been over 80,000,000 bushels put	
through the elevators, which at $\frac{1}{2}$ c. per bus.	
would make	\$ 600,000
In store January 1st, which will remain in for	
say 4 months, 7,000,000 bus. at $\frac{1}{2}$ c. per bus.	332,500
Say 3,000,000 bus. more before navigation opens	
remaining in for say $\frac{1}{2}$ c.	82,500
Total	\$1,015,000

This does not take into account the extra storage which undoubtedly was earned on a large portion of the 80,000,000 bus. which was shipped directly through the elevators, storage on which would be 1-30 cent. per day, or 1c. bushel per month after the first fifteen days' free storage expired.

STORAGE PROFITABLE.

That the storage business at Fort William must be a very profitable one is shown by comparison of the rates charged at Fort William with those at the elevators this side the lakes:

Rates at Fort William from say 1st December to 14th March:—	
Elevation and fifteen days' free storage $\frac{1}{2}$ c., and	
1-30c. per day for 4 months on 1,000,000 bus.	
total 4c. bus.	\$47,500
Elevator rates this side the lakes from 1st December to 1st May, including $\frac{1}{2}$ c. bus. elevation $\frac{1}{2}$ c. bus. 1,000,000 bus.	15,000
Extra charge at Fort William on 1,000,000 bus....	\$32,500
or on 10,000,000 bus., \$325,000.	

Government operation of the elevators would not only prevent the selection of the grade alleged to take place in the elevators outside the C.P.R. at Fort William, by which No. 2 Northern, or No. 3 Northern or other grades may be delivered to their clients worth 2c. bushel more than to another client—or by which they can ship out on their own sales wheat worth 2c. bushel more than they deliver to their rival dealers, and still deliver the grade called for by the Government certificate—but it would solve the troublesome question of the delay in loading boats, and also the shortage in weight question, both of which are thought to be largely due to the fact that the boats have to take on their loads at so many different elevators that it is impossible to locate the elevator which gave short weight.

In this connection a good suggestion has just been made that the weighers in the elevators this side the lakes should all be government weighers and should do all the weighing and the elevator owners could have their own checkers if they wished. In this way it would be a disinterested party who would weigh the grain out of the boats into the elevators and into the cars, and if all the grain was weighed by the government weighers the fee could be reduced much below what is charged at present where they only weigh such grain as they are requested to do.

The government is adopting the principle of government ownership of elevators by erecting a large storage

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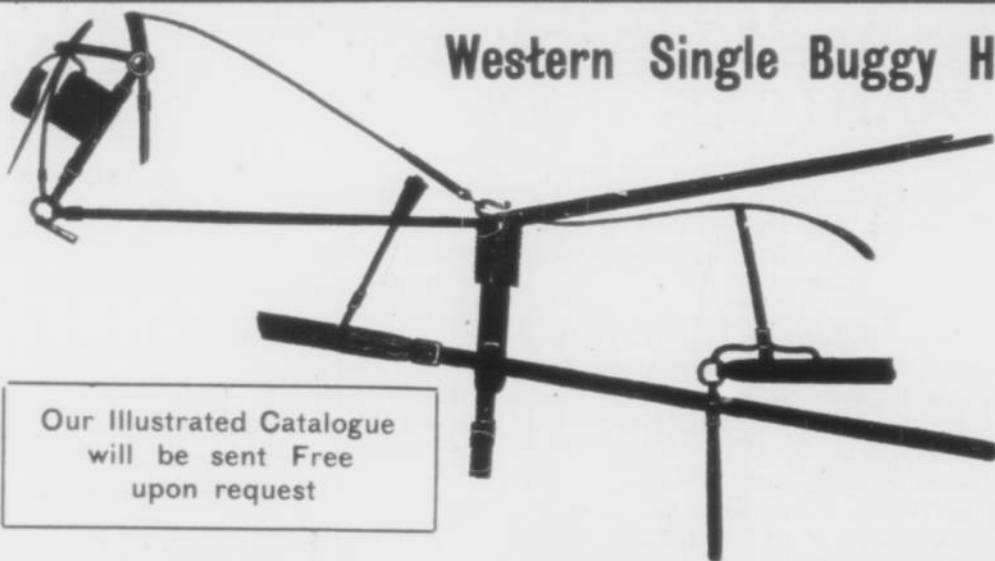
RUBEROID ROOFING
Standard 18 years

DUNN BROS.

Winnipeg

Regina

Western Single Buggy Harness



Our Illustrated Catalogue
will be sent Free
upon request

This harness is made from a select leather and trimmings, and is without doubt the best harness on the market for the money. We are offering it at a price in reach of all—**\$10.50 only**. Bridle, $\frac{3}{4}$ in. check, patent leather blinds; round stays over cheeks; lines, full length, black; leather breast collars, folded with straight layers; $1\frac{1}{2}$ in. trace buckles; traces, $1\frac{1}{2}$ in., double and stitched; saddle, $2\frac{1}{2}$ ins., jockey fancy swell beaded housing enamelled leather bottom; X C trimmings.

THE J. R. VAN NORMAN CO. WINNIPEG, MAN.

elevator at Montreal and a large transfer elevator at Port Colborne, and in taking over the terminal elevators at Fort William they would not only be extending this principle, but they would be investing in a property which is not only a revenue producer now, but one that will prove a still greater revenue producer as the quantity of grain grown in the Northwest increases year by year, which it will do by leaps and bounds.

The sooner the government takes over the terminal elevators at Fort William and Port Arthur the less it will cost them, because with the erection of new elevators new vested rights will be made which the government will have to purchase at a big premium. This is shown by the fact that only last week a contract was let for the erection of an elevator with capacity of 1,250,000 bushels, by representatives of American capital.

MIXING GRAIN AT TERMINAL ELEVATORS, FORT WILLIAM.

I believe that if the company were permitted to manipulate the grain which passethrough their elevator at Fort William, they could make a handsome profit IF THEY DID THE ELEVATING FOR NOTHING, GIVING FREE STORAGE FOR TEN DAYS, and only charged $\frac{1}{2}$ c. per bushel storage per month after that, including insurance in the British-American and Canadian Northern elevators, and insurance extra in the other elevators, and I almost believe it would pay good interest on the investment to operate the elevators on the above terms, and carry out the law preventing any mixing in the elevators, PROVIDING THEY WERE PERMITTED TO MAKE SELECTIONS OF THE GRADES.

To illustrate what I mean, take for instance, No. 2 Northern, which is 3c. under No. 1 Northern. As that came in the house I would select all the No. 2 Northern that BARELY PASSED INSPECTION and put it in one bin, and the No. 2 Northern that just missed inspecting NO. 1 NORTHERN in another bin, and the NO. 2 NORTHERN THAT WAS SAY HALF way between these in a separate bin. I would have three grades of No. 2 Northern WHICH ALL COST ME THE SAME, and the poorest grade which BARELY WOULD PASS INSPECTION I would give out on regular NO. 2 NORTHERN ORDERS, the middle grade I would sell at an advance of 1c. to $1\frac{1}{2}$ c. per bushel, and the best grade at an advance of 2c. to $2\frac{1}{2}$ c. per bushel. The same thing could be done to even a greater extent as between No. 3 Northern and No. 4, the spread being at present $5\frac{1}{2}$ c. per bushel,

and between No. 4 and No. 5 where the spread is practically 10c. per bushel.

It might be said that this was an argument that under the present system of grading the farmers are losing money, and they certainly are if either mixing or selecting of grades is allowed as above, but if all the wheat of one grade is put into the bins of that grade in the elevators without any mixing or selection, the result is the wheat shipped out runs a fair average of the grade.

The buyer in the Old Country fixes the price he pays for the different wheats he receives under the government certificates of the lowest quality he gets under the grade, and the wheat is bought from the farmer based on this price.

From this you can easily see that if say the lowest grade of No. 2 Northern was worth \$1.00, the average would be worth about \$1.01 $\frac{1}{2}$. As long as mixing or selecting of wheat under the grade is allowed the English buyer will base his bid for No. 2 Northern on \$1.00, but if all the wheat shipped ran the average grade, then he would bid about \$1.01 $\frac{1}{2}$, and the buying from the farmers would be on a basis of \$1.01 $\frac{1}{2}$. The farmer shipping wheat which barely passes inspection of No. 2 Northern would get $1\frac{1}{2}$ c. per bushel more than it was worth, and the farmer that ships the wheat barely missing No. 1 Northern getting perhaps 1c. or $1\frac{1}{2}$ c. less than its actual intrinsic value.

To multiply the grades would be of very little benefit to the farmer compared with stopping or selecting grades, and it would be impossible in the public elevators to provide storage room for a larger number of grades than exist at present for the general public, but you can understand if I was running the elevator I could have bins set apart that I could run the select grades in as above for my personal benefit when I would not do it for the accommodation or benefit of the general public.

If, however, all the elevators were owned by the government, it would be easier to arrange for a larger number of grades should it be deemed advisable to make them (which personally I do not think it would be) than could be arranged under present conditions with elevators being owned by so many different companies. Now storage has to be arranged in every elevator for every grade of every kind of grain, but if all went under one ownership certain grades of grain could be confined to certain elevators and in this way the multiplying of bins for the one grade would be reduced to a minimum.

(Signed) CHARLES B. WATTS, Secretary.

PROGRESS OF THE DELEGATES TO OTTAWA

George Langley and R. McKenzie, Grain Growers' delegates, left Ottawa for the West on the 7th.

They stopped over a day in Toronto, securing information as to the cost of storing grain in the transfer elevators at points east of the lake.

Mr. C. B. Watts, Secretary of the Millers' Association, showed them through the Board of Trade rooms, and besides extending many other courtesies, gave much infor-

spend some days in Minneapolis and Duluth, looking into the system of grain handling and the co-operative movement among the American farmers.

Besides presenting the petition of the Manitoba farmers for government ownership of elevators, the delegates had an interview with Hon. Mr. Aylesworth, Minister of Justice, in reference to amending the Criminal Code so as to make it clear that the clauses dealing with conspiracy in "restraint" of trade apply to voluntary associations as well as to corporations, and that when the

W. H. BEWELL,
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Auditor.

M. C. McCUAIG,
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Sask.

D. K. MILLS,
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JOHN SPENCER,
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Man.

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Boharm,
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JOHN KENNEDY,
Vice-President,
Winnipeg.

E. A. PARTRIDGE,
Sintaluta,
Sask.

DIRECTORATE AND OFFICERS OF THE GRAIN GROWERS' GRAIN CO.

mation respecting the moving of grain out of Fort William.

By arrangement the co-operative methods employed by Ontario farmers for the disposal of their products was discussed by Mr. W. L. Smith, of the Dominion Grange, and incidentally enlisted their sympathy for government ownership of elevators. Plans as to the feasibility of a closer relationship between the farmers' organizations of the Western Provinces and the Ontario organization was also discussed.

An effort will be made to have delegates from the Western Grain Growers' Association attend the next annual meeting of the Ontario Farmers, and have the Grain Growers' convention visited by representatives from Ontario, to discuss the possibility of a federation of all the farmers' associations of Canada, to deal with questions such as the tariff, transportation, etc., that affect the farmers generally.

The delegates will confer with the promoters of the Farmers' American Co-operative Journal of Chicago and

complainant proves the "restraint" that onus be placed on the accused to prove that it is not "undue." The minister looked favorably on the proposal. Mr. G. McCraney, M.P., Saskatchewan, presented the delegation.

Mr. McCraney also assisted them in placing before the Minister of Railways the necessity of changes in the Railway Act to compel railways making better provisions to prevent live stock from getting on their tracks in the Western provinces and to provide a more effective method for farmers to collect compensation for live stock killed by engines than the law at present supplies.

The delegation also attended a sitting of the Board of Railway Commissioners on the 5th, when the matter of compelling the railways to fence their right of way as soon as construction commenced was considered.

The probabilities are that some amendments to the Railway Act will be passed this session dealing with those matters, and that the Board will pass a general order, wide in its application, dealing with fencing and cattle guards.

A SAMPLE MARKET

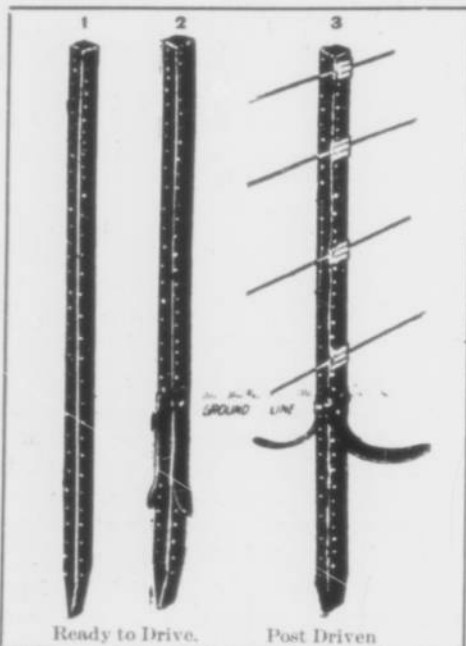
One of the most important changes or rather improvements which government ownership and operation of elevators would bring is the establishment of a sample market, or perhaps better the creation of conditions which would make possible the successful working of a sample market in Winnipeg. We believe there is nothing else connected with the marketing of our grain that has come in for such severe condemnation from our farmers as the grading system which determines the price they get for it. Growers of wheat generally are coming to realize that the fault does not lie with the grain inspectors, but with the system of inspection. Arbitrary and fixed rules are laid down for the classification of wheat into grades which does not and cannot from the nature of them classify according to its actual value. Color, as every farmer knows, is the chief factor in determining whether wheat will go into, one, two or three Northern grade. That weight,—which in other civilized countries is one of the chief factors in determining the price,—has nothing to do with it here, is proven by the fact that the average weight of our two Northern grade is greater than that demanded under the Act for one hard. Again wheat which under our system, grades rejected because of a slight trace of smut, has to sell at 6 to 10 cents per bushel under the straight grade when in many cases the value is not impaired even a fraction of a cent a bushel.

The farmers in Manitoba who live close to the International boundary line know this well, from the facts they have learned from their Dakota neighbors. The Minnesota inspection rules for Minnesota and the Dakotas are similar in principle to our Manitoba inspection rules, but the value of the Dakota farmers wheat is not determined by the particular classification they may give his grain. There is in Minneapolis a large group of flour mills, the greatest in the world, that consume,—with

what is shipped eastward from Minneapolis—practically all the hard wheat grown in these states. These mills have not gathering elevators of their own throughout the country, and consequently have to buy their wheat in open competition in the Minneapolis market. They want the wheat to grind and they pay the price which in their judgment it is worth for the purpose for which they want it. It is well to bear in mind that they have bidding against them, buyers for mills farther east. The grade of the wheat is disregarded. It is bought on sample. The result is that wheat which under their inspection grades only number 2 Northern often brings a higher price than other wheat which grades number one Northern and wheat which is slightly tainted with smut, as good a price as the straight grade, all of which is just and right and puts more money into the pocket of their farmers.

What is the condition in Western Canada? We have not in Winnipeg or anywhere in Western Canada a milling centre such as Minneapolis. Under present conditions such is impossible. How then can we secure a sample market? By creating a system that will absolutely guarantee the preservation of the identity of types—not grades—of wheat. Such a thing is possible only, by a system of government ownership of elevators. Under such a system the grain would be received at the country elevator by a government employee, whose duty would be to take it in, properly clean and weigh it, and forward a sample, made up of samples taken from each load, to the Inspector at Winnipeg. This would be the best possible sample of the wheat. The commission merchant who was to sell the grain could get the sample from the Inspector, and the buyer from the Winnipeg mill, or from Ontario or from the old country, could buy the wheat, to put with other lots he purchased in the same way, since the government stood back of it to deliver to him the identical wheat he purchased. This

TRY IT ! IT IS HAVING A GREAT SALE



ECONOMIC—Time, Labor, Expense, all saved.

The Munro Patent Steel Post

Pointed, Ready to Drive.
Everlasting Wear.
No Digging Post Holes.
No Expert Labor.

PRICE—6 ft. 3 in. long, 35c
" 7 ft. 40c
F.O.B. Winnipeg

Anchor Arms, per pair, 10c.

Metal Caps to fasten wire to any post, per pair, 40c.

Force of driving No. 2 spreads anchor arms into solid earth, making perfect double brace and anchoring the post securely. Gives splendid hold in soft ground. FIRE, ROT, and WEATHER PROOF. Write for new illustrated catalogue. Mention "The Guide."

The Munro Steel and Wire Works

Winnipeg, Man.

LIMITED

could be collected by the buyer in his special bin at Fort William, and the identity of the whole lot preserved in the same way until it reached his mill.

We in Western Canada are just commencing to learn what our American cousins learned years ago, that the really important part of a farmer's work commences when he begins to market his grain. In the past we did not bother about this, and we were in the dark as to what happened to it after it was on the car. We are commencing to learn that we have here a virtual monopoly created and nurtured through the private ownership by elevator companies of over 90 per cent. of the elevators, interior and terminal, through which our grain must go to reach our market. If we are to secure the benefits of a sample market such as our Dakota farmers enjoy, and which we may easily have, we must have elevators that will perform the function elevators should perform, that is, storing and handling grain at cost, free from any manipulation. Such is impossible when they are operated by strong corporations for private gain, but is easily possible when they are owned and operated by the government in the interests of the people.

AN INVESTMENT
THAT WILL RETURN
100 PER CENT
INTEREST
IS ONE DOLLAR
SPENT ON THE
"GUIDE"

**Ransom
Engraving
Co.**

Photo-Engravers
Designers



45 Arthur Street
Winnipeg
Phone 3814



Cream Separators

Don't buy a cream separator without being sure you KNOW what you are doing.

Making a mistake in buying a cream separator means a great deal—it means waste of time and butterfat twice a day, every day in the year. If you get the wrong machine,—until you "scrap" the machine itself.

More than 15,000 users who had made such a mistake replaced their "mistaken" machines with DE LAVAL separators during the year 1908.

They had probably wasted Five Million Dollars worth of investment, labor and butter meanwhile.

If you feel inclined to buy some other make of separator by all means do so, if you can find any apparently good reason for it.

BUT why not TRY a DE LAVAL machine beside the other machine for ONE WEEK before you contract to buy it? Simply SEE the comparative operation and comparative results and examine the comparative construction.

That's a proposition open to every intending separator buyer. Any DE LAVAL agent will carry it out. WHY not avail of it and KNOW what you are doing before making this very important investment?

Don't let any alluring "catalogue house" literature or clever talking agent wheedle you into buying any other separator without FIRST actually TRYING it alongside a DE LAVAL.

In other words, buy your separator intelligently and knowingly and not on blind faith in anybody's representations.

THE DE LAVAL SEPARATOR CO.

MONTREAL

WINNIPEG

VANCOUVER

Peerless Jr. Poultry Fence

will turn large animals as well as small poultry. The top and bottom wires are No. 9 hard steel wire—heavily galvanized—to prevent rusting. No top or bottom boards necessary because the heavy wires take the place. **PEERLESS JUNIOR Poultry Fence** almost pays for itself as the saving made on fence posts alone. Only half the posts are required, as compared with most other makes of poultry fencing. **Peerless Junior Poultry Fence** is

**Close enough for Poultry
Strong enough for Stock**

Don't let your chickens eat your hay feed nor permit your hogs to tramp all over the garden. The same fence serves both purposes. **PEERLESS JUNIOR Poultry Fence** can be used as an all around **General Purpose Fence**. The wires are held together by the famous **PEERLESS** lock that cannot be slipped. **PEERLESS JUNIOR Poultry Fence** adds greatly to the appearance and value of the property it encloses. Write today for Free Fence Book which tells all about Fences—and how to choose fencing.

THE BANWELL HOXIE WIRE FENCE CO. Ltd.,
Hamilton, Ont. or
Winnipeg, Man.

The Fence That Saves Expense

GENIUS AND TOIL

No great work of art is possible without previous training in the art of work. . . . We speak vaguely of "genius" as explaining any achievement in writing; but we only need to know a little of the inner literary history of any time or country to see what toil lies back of what we call genius. Even those forms of art which appear most spontaneous, such as poetry and music, are not struck off at a flash, or if any single piece of work seems to be so struck off, that is made possible by years of past training.—HUGH BLACK.

THE LUMBER COMBINE

IS HARD AFTER US

Because we have dared to make **Wholesale Prices on Lumber to Farmers** and others they are trying by threats and otherwise to hamper our business. But we warn them if they **throttle reasonable competition** their combine will be met by a counter combine that will control its own timber limits and lumber supplies **in the interests of the Consumer.**

Farmers, stand by us in this fight for an open lumber market and, when wanting lumber, send us your list for prices.

. We sell wholesale and ship direct from the mills.

McCollom Lumber Co.

14 Trader's Bank, Winnipeg

AS CUTE AS THE ELEVATOR MAN

We are glad to note that one of the farmers of Manitoba is wide awake enough to take advantage of the facilities available to get a square deal in the wheat trade, as far as the local elevators are concerned at least.

Mr. John Nichol, of Beresford, is \$60.00 and a good many times that amount in satisfaction, to the good. But he still would like to know why his neighbor, Uncle Sam, gets 15c. per bushel more for his wheat than he gets.

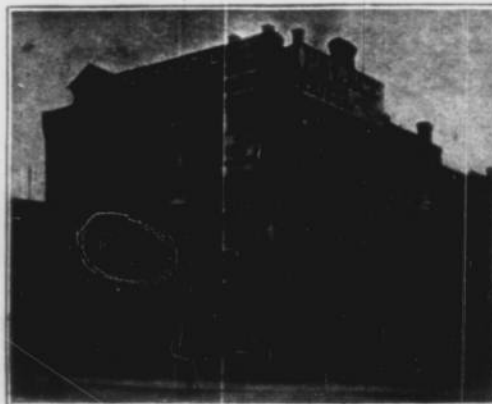
Mr. Nichol took an active part in forming a branch of the Grain Growers' Association in Beresford last summer and is a shareholder in the Grain Growers' Grain Co., being also one of the largest farmers in the district. The elevator men wanted his wheat and were willing to offer a pretty good deal—at least it looked that way until the wheat was in the elevator. Mr. Nichol consented to put it through the elevator at a 1 Northern grade; if they would not give that grade he would ship it himself. One of the elevator men consented to take it, and luckily there were two witnesses who heard the deal made. When he had a car load (1078 bush.) drawn in they tendered him his tickets subject to grade. Mr. Nichol refused to accept such and had a car placed at the elevator on the 16th of September to have the wheat loaded. The elevator man refused to load it unless he accepted tickets subject to grade; the car was therefore cancelled; and as there was no chance of making a settlement with the local man, Mr. Nichol phoned to the firm in Winnipeg and on the 30th, a traveller came out and offered to ship out his wheat but when Mr. Nichol saw what kind of wheat they were going to ship out as his, badly mixed with white oats, he refused to accept it; as his was perfectly clean. They eventually gave him 1 Northern tickets, and he at once signed for a car which was loaded on October 23rd, Mr. Nichol then sold it on track at 90c, which was 5½c

less than what he would have received had he loaded car on the 16th of September.

Mr. Nichol could get no settlement for the 5½c loss, from the company and wrote to the Grain Growers' Grain Co., on the 22nd of November. They placed the evidence sent in before Mr. D. D. Campbell who consented to look after the case as it came under his line of work, and the other day Mr. Nichol received a cheque for the full amount of his claim and now he says if any farmer wants to know the name of the Elevator Co., and the low down methods they adopt to bluff the farmer he will be pleased to make them wise.

PALACE HOTEL

BRANDON.

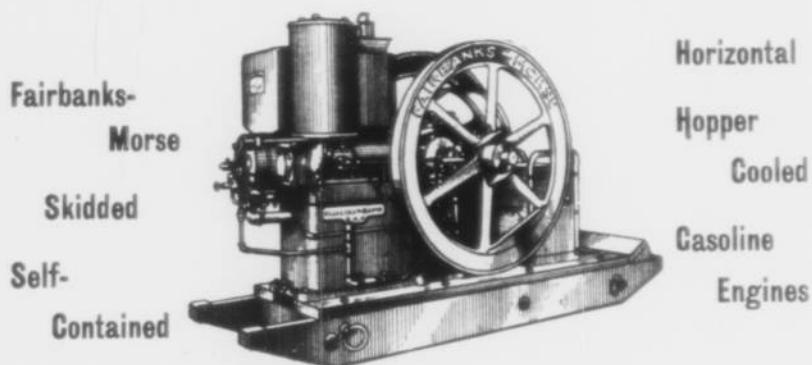


GEO. W.
HADLEY
Proprietor.

A Real Home and the most comfortable resting place for the Travelling Public

Excellent bedroom accommodation and all modern conveniences. The very best table. Moderate tariff. Everything has been thought of for the comfort of lady visitors.

SPECIAL FARM ENGINES



Not the cheapest on the market, but the best. Fairbanks-Morse Engines, like Fairbanks Scales, are better value for your money because they are made better, designed better, and last longer than the cheaper kind. And then the engines don't cost much more and you get the power you pay for, and have a machine which is made right and will stay that way, and which will not eat up gasoline nor cost you money and trouble in repairs or idleness.

Canadian Fairbanks Co. LIMITED

92-94 Arthur St.

Winnipeg, Man.

A LIVE ASSOCIATION

We commend to officers of our Grain Growers' Association the following report from the Vegreville, Alta., A.F.A.

A local branch closing the year's operation with 155 paid up members and a bank balance of \$316.00 to their credit is a rarity, and indicates what can be done when the leaders get a proper grasp of the possibilities of the movement. That the officers of Vegreville branch is measuring up to their possibilities is evidenced by the move they are making for providing a building to hold meetings in.

If the movement is to fulfil one of its principal functions—that of educating the farmer along the line of his duty as a citizen—provision must be made for meetings to discuss economic questions and afford them opportu-

ity to practice the art of expressing their ideas intelligently while standing in the presence of others. What the farmers of Vegreville have done are are preparing to do ought to be emulated by many of the branches of the Grain Growers' Association.

"UNACCUSTOMED AS I AM"

At a wedding breakfast recently the bridegroom was called upon to respond to the usual toast, in spite of the fact that he had previously pleaded to be excused. Blushing to the roots of his hair, he rose to his feet. Like all makers of "maiden speeches," he intended to convey the notion that he was "unaccustomed to public speaking," but, unfortunately, he placed his hand upon the bride's shoulder, and looked down at her. "This thing has been thrust upon me," he stammered. He got no further with his oratory.

If this meets the
eye of
Any Boy or Girl
who wants a
Watch, Ring
Scarf-Pin
or Cuff-Links

Let us say that every boy who secures FIVE subscribers to "The Guide," will receive a handsome silver watch, made and guaranteed by the best jewellers in Canada.

Every girl who secures FIVE subscribers to "The Guide" will receive a handsome gold signet ring or silver watch by the same makers.

Every boy who sends THREE subscribers will receive a handsome gold-filled Scarf-pin or pair of Cuff-links.

Every girl who sends THREE subscribers will receive a beautiful gold-filled Brooch with jewelled settings.

More handsome prizes have never been awarded by any publication in connection with its subscription department; "The Guide" will send no grim-crack jewellery.

BOYS AND GIRLS—THIS IS WORTH YOUR WHILE. THE PREMIUMS WILL BE MAILED IMMEDIATELY ON RECEIPT OF NAMES AND MONEY ORDER.

GUIDE SUBSCRIPTIONS

The "Guide" will give away FREE, one "BELL'S COMPENDIUM" to every party who sends in two subscriptions for the "Guide," accompanied with Two (\$2.00) Dollars.

"BELL'S COMPENDIUM" is a handy book, which shows all the Railway rates on grain, the storage and cleaning charges at the Terminals, the rules as to getting a re-inspection for grades, etc.

Be sure and mark on the card sent in the words "BELL'S COMPENDIUM."

BANK STOCK

IMPORTANT ANNOUNCEMENT

WE WISH to inform Western Farmers, Workingmen and Merchants that we have been appointed by THE HOME BANK OF CANADA, sole agents for selling their stock in a Western Canada. At present almost all the stock of our Banks is owned in the East. We want to give Western men a chance. The great bulk of the business of our Banks is done on the money deposited in them. The common people, farmers and workingmen, contribute the greater bulk of these deposits.

Our Purpose.—To make THE HOME BANK OF CANADA THE GREAT COMMON PEOPLE'S BANK.

Our Plan is simple. 1st: To get every farmer and workingman in the West, who can afford it, TO BUY AS MUCH HOME BANK STOCK AS HE CAN, and, 2nd: To get every farmer and workingman wherever possible TO PUT HIS MONEY, WHEN HE HAS ANY TO DEPOSIT, IN THE HOME BANK.

The Result.—The strongest Bank in the west, which will have regard for the interests of the common people and no particular class, and a Bank also that will pay good dividends upon its stock. Bank stocks are profitable investments. See our Prospectus for fuller information. Get busy. Use your head and think this out. Then turn that money you have deposited in your bank into Home Bank Stock where it will earn good money. Read our Prospectus, and write us for information.

GRAIN GROWERS' GRAIN CO.

WINNIPEG, MANITOBA

OUR FARM IMPLEMENTS

Our farm implements are meeting with very great approval and promise to give the highest satisfaction. They are all made by the most reliable manufacturers and are first quality implements in every respect.

We did not go into the farm implement business as a money-making proposition. The same reason impelled us in this case as in the case of binder twine. We felt the farmers of the West were paying too high a price for their supplies and determined to see fair play. We are quite satisfied with the result of our efforts and the appreciation of our customers has been ample reward.

Our farm implements are fully described and illustrated in our Spring and Summer Catalogue on Pages 286 to 296. The cut and description below of our farm wagon are reproduced from the catalogue.

THE EATON IMPERIAL FARM WAGON

**WARRANTED
FOR ONE YEAR**



This wagon is made specially for us by a well known Canadian manufacturer. It is very strongly built and entirely reliable. The wood is carefully inspected and the workmanship and materials are the very highest grade.

Wheels run true and easy, spokes are selected second growth hickory, hubs and rims are best seasoned oak.

Gear—Axles are made from select maple, the hounds, bolsters, pole and sand boards are tough seasoned white oak, reaches are oak, heavily ironed, top of bolster is ironed to prevent wear of box or other load, and the iron brace that runs from the axle to hounds underneath, prevents hounds from being strained out of shape.

Skeins—We use the very best metal in our skeins, and the sand boards are ironed over all giving a strength and durability not obtained by the usual method of short bolster plate irons.

Box is made in the most thorough manner, with side clamping device, anti-spreader hinged end gate, and is grain tight. Size of box 11 feet long, 28 inches high, bottom and top boards each 14 inches high, and 3 feet 2 inches wide. Painting on this wagon is neat and done by hand. Every part thoroughly covered and finished so as to give the wagon a good appearance.

No.	Size of Skeins	Height of Wheels		Size of Tires	Dimensions of Box			Capacity	Shipping Weight	Price
		Front	Hind		Length	Width	Height			
41G142	3½x11	3 ft. 6 in.	4 ft. 4 in.	2½x½ inch	11 ft.	3 ft. 2 in.	28 in.	6,000 lbs.	975	\$69
41G143	3½x11	3 ft. 6 in.	4 ft. 4 in.	3 x½ inch	11 ft.	3 ft. 2 in.	28 in.	6,000 lbs.	1,000	71

Price is complete with doubletrees, neckyoke, spring seat and box as shown in illustration. For triple top box 8 in. add \$4.00 to above prices.

BINDER TWINE SHOULD BE ORDERED NOW

The sales of our binder twine are rapidly increasing each day, but we want to still further impress the necessity of early buying. It is not necessary to send any money with your order, simply make an estimate of what twine you will require, forward the order to us, giving date you wish delivery and we will see that your instructions are carried out.

Our binder twine guarantee has become famous throughout the West and is fully appreciated by the twine using public.

"If the twine is unsatisfactory for any reason or if your crops are destroyed by hail, frost, or excessive rains, the twine may be returned to us at our expense and we will refund purchase money and all transportation charges."

We are quoting prices from six distributing points, but will be pleased to give laid down cost at your station.

Golden Manila, 550 ft. to lb.	Winnipeg	Brandon	Regina	Saskatoon	Calgary	Edmonton
	9 c lb.	9	9½	9½	9½	9½
Eaton Standard, 500 ft. to lb.	8½ c lb.	8½	8½	8½	9	9

THE T. EATON CO. LIMITED
WINNIPEG CANADA

HUSTLERS IN THE LIVING WEST

NO. 1, CARROL, MANITOBA.

It is the purpose of the Guide to publish from time to time types of the men and women—all of the great plain people—whose names are associated with the real progress of Western life; whose efforts in the common



A. H. CARROLL, M.P.P.

field of intelligent husbandry and in their neighborly amenities have earned for those districts in which they have toiled to success a high place in Canada's roll of honor.

A great many Grain Growers' Associations of the West might take a lesson from the Carroll branch and their method of keeping up interest. Every winter they start a lively contest for the purpose of getting in new members. Two of the members choose up sides and the



JOHN TURNER OF "BONNIE BRAE"
One of the 1908 Prize Winners



FARM HOME OF MR. CARROLL

leader of the winning side receives a substantial prize.

In 1908 Peter Dawley and Elias G. Smith put up a lively fight and Mr. Dawley won by only one member to the good.

Last winter John Turner and Thomas McGill led the battalion. Mr. Turner had to go to Ontario, but the boys on his side worked all the harder and won for him an easy chair, and now the boys sing, "Everybody Works but Father."

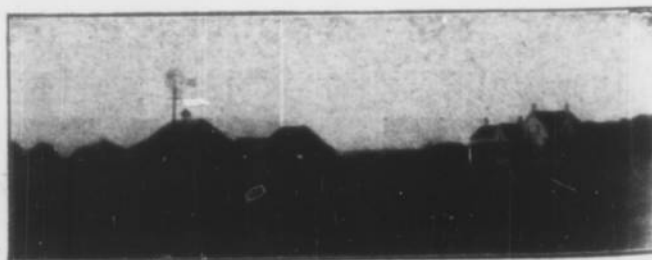
During the winter, at the close of the contest, the



MATTHEW TAYLOR OF "HAPPY VALLEY" FARM
President of Carrol G.G.A.

ladies, who are almost as interested in the association as the boys and men, hold a basket social where a happy evening is spent in games, etc., interspersed with a literary programme, sometimes having a leading speaker to address them on the association work or other topics.

Another event of even more interest is the plowing match held in June, when the Carroll boys throw out a



SPRUCE LAWN FARM, THOS. FENWICK Prop.
Where Match was Plowed in 1907

challenge to the world to come and try their skill. In 1907 the match was held on the farm of Mr. Thos. Fenwick, where some thirty-eight outfits were lined up. Last season it was held on the farm of Mr. J. V. Paterson,

roll immigrated to Manitoba in 1881, locating on S. 1/4 19-7-19 w. 1, where, after many trials incident to a pioneer life he has reached independence. His home is one of the most attractive in Manitoba, not only in the outward



WM. TURNER OF CARROLL

Winner of the Governor General's Cup for best Plower in Manitoba—(Birds Hill 1908)



G. T. TAYLOR, BUNCLODY, MAN.

Winner 1st Prize and Crown and Finish, Carroll Plowing Match June 1903—Also 1st and Sweepstakes June 22, 06. (14 in. Gang Class)

appearance but in the general hospitality accorded to all who come in contact with Mr. Carroll or his lady.

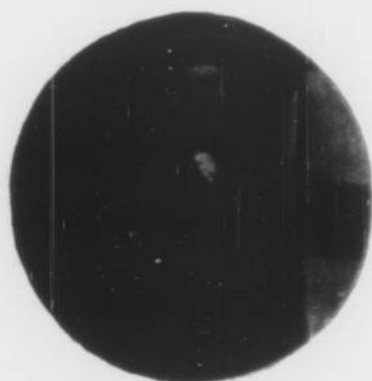
Mr. Carroll was elected a Conservative to represent



COUNCILLOR W. B. ANDERSON, CARROLL

the constituency of South Brandon in the local legislature in June, 1903, and again in March, 1907.

Mr. Carroll has nothing but good to say of this country.



THOS. MCGILL, SEC'Y 1908
Carroll G.G.A.,



MR. AND MRS. J. V. PATTERSON

Who entertained the plowers at the match in 1908 and who own one of the most up-to-date farms in the district.

given by A. H. Carroll, M.P.P., and another by Major A. L. Young, of Souris. The match for 1909 will be plowed on June 16th on the farm of Andrew Turner, adjacent to the village. An ideal field has been chosen and no efforts will be spared by the committee to make it a success.

"Carroll" takes its name from Mr. A. H. Carroll, M.P.P. for South Brandon. Mr. Carroll was born March 2nd, 1846, in the township of Zorra, county of Oxford, Province of Ontario. His early life was spent in Pennsylvania and old Virginia. On Oct. 31, 1877, he married the second daughter of Col. J. D. Dent, of Embro. Mr. Car-



OFFICIAL ORGAN OF SASKATCHEWAN GRAIN GROWERS' ASSOCIATION

R. C. SANDERSON, Editor

FARMERS ORGANIZE

Spirited circular sent out by Mr. Green to the boys of Saskatchewan.

Sir,—Organization of the different classes of interests seems to be the order of the day. In different provinces, municipalities, corporations, manufacturers, retail associations, tradesmen, different bodies of labor unions, etc., each contributing money and men to study out the different intricate problems affecting their own particular interest.

Our modern systems of communication, transportation, distribution of products, methods of exchange, banking systems and the thousand of intricate workings of the money power, and the different manipulations of those skilled in those matters seem to drive the classes to organization for study of their relationship as a class to the other classes; to get better acquainted with the operation of their own particular business and its relation to the general public, and particularly to note the effect of legislative enactments on their calling and those engaged in it.

Not the least of these, although perhaps one of the last, is the attempt to thoroughly and permanently organize the grain growers in the great wheat-producing area of Saskatchewan. For several years this association has been working, and much has been done by legislation put into operation at their suggestion to remove burdens and grievances affecting them in the matter of shipment and grading of grain. But the organization has lacked permanency, continuity and universality. No progressive policy could be adopted or projected, because at the end of each year all membership ended and all had to be done over again and no one could tell what next year's membership would be.

To overcome this the idea of life membership has been adopted. \$12.00 makes a man a member for life. \$10.00 of this is to go into a trust fund, to be invested on farm properties, the interest to be used only for the carrying on of the work of the association. This fund will produce as much revenue per annum as has heretofore been paid into the Central association per member, and a man once a member is always a member. Each member added will increase the weight, strength, force and momentum, as each member will become a live agent for the association. The idea is to get every grain grower in Saskatchewan a member. When we have 100,000 grain growers, and they are all enrolled as life members, this association will have a trust fund of one million dollars, with an income of some sixty thousand dollars per year.

This would enable them to have legal and expert advice and students to study the various problems and secure sufficient data to enable them to present their claims in an intelligent and forcible manner, which both railway corporations and bodies politic would sit up and listen to. And when Manitoba has 100,000 farmers, and Alberta has 100,000, and they all get into this thing with 300,000 farmers organized together, with a trust fund of \$3,000,000, an income annually of some \$180,000 or \$200,000 permanently secured, the farmers will begin to com-

mand attention something commensurate with their importance to this country. Twelve dollars each, not per annum, but once and for all! Will the farmers do this to put themselves in an intelligent, business, systematic organic union to look after their own interests? We think so. At any rate we are going to try. Everything has been done to safeguard and make secure and permanent this fund. It is not a commercial venture. It is just to provide permanent, thorough, stable organization to carry out the objects and aims of the Grain Growers' Association of Saskatchewan. A. W. Irwin, John Maharg and Ben. Thomson are the trustee board of the life fund. The writer has been appointed official organizer for the province. The work will be carried on continuously. The ordinary membership as in the past will be continued for those who cannot see their way clear to pay for a life certificate. Applications for life membership have already commenced to come in. We do not expect to beg and pray. This thing is of the farmers, for the farmers and by the farmers. It is not a large sum. It is numbers

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— OF ALL KINDS —

SELLING

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WIRING

Net Bids on Request

Liberal Advances

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500,000 BUSHEL OF OATS WANTED

that will tell. They have seen the necessity and some of the advantages. We are now ready to receive the funds. Time will tell what the result will be.

In each of our 200 associations there are surely at least five men who are able and will at once send their life membership fee; and if they will each get one more to do likewise by the end of the year it would make our life fund up to \$20,000 as a start. One cent per bushel on a car of wheat does it. Every farmer in Saskatchewan has received more benefit from our association than this. Yet what has been done is only like a drop in the bucket, as a kernel in a bushel, compared with what is yet to do and can be done if we hitch up. What a sight it will be! There is no risk, can be no loss. It depends on you. You can do it if you will. Can you, will you be one of the first five in your association? Send to A. W. Irwin or Fred W. Green, Moose Jaw, and your certificate will be forwarded.

F. W. GREEN, Moose Jaw.

THE ST. LAWRENCE ROUTE

Canada is making great preparations to secure for the St. Lawrence water route to the Atlantic the grain and other trade of the Northwestern portion of this continent, and her efforts in this line have been so far successful. During the year 1908 there was considerable discussion of the St. Lawrence route owing to the complaints of Boston, New York, and other American ports that Montreal, the great Canadian port, was taking away the grain trade which used to go their way. The answer given by shippers is that the St. Lawrence route is the best and cheapest highway to the Atlantic for the products of the Northwest, and that at no distant day it will practically control this trade, not merely for the Canadian West but

also from the Northwestern states through their ports on the Great Lakes.

To further increase this possibility the Canadian government is taking steps to improve the St. Lawrence route throughout its entire length from the Great Lakes to the Gulf, and also to supply terminals which will handle the business efficiently and cheaply.

Although in past years the Canadian route has not handled so much of this trade as its natural advantages would warrant, it has recently been given on the authority of no less an expert than James J. Hill that the St. Lawrence was a far more advantageous route than that of New York, and that the latter may eventually be discarded in the interests of economy.

During the last one hundred years Canada has expended no less than \$150,000,000 in canals and dredged channels. This is done primarily, of course, to keep Canadian trade in Canadian hands, but an eye was always kept to the possibility of diverting American trade this way. Despite the vast expenditure on this freight highway, it is just as open to American as to Canadian vessels, and every facility is offered American boats to take advantage of it as their shortest road to the sea. The free navigation of the St. Lawrence water system, including the canals, is guaranteed to American boats by treaty, and in a recent speech at Montreal Hon. L. E. Brodeur, Dominion Minister of Marine, announced that, if necessary, further provisions would be added to assure the American shipowners of Canada's goodwill and desire not to injure their carrying trade, even when their shipping plied within Canadian territory.

As matters stand to-day there is a fourteen-foot canal system clear through from Duluth, Fort William and Chicago to Montreal, and it is the policy of the government that, if it becomes necessary to deepen or enlarge these canals to hold or increase the trade, this will be done.

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G. G. G. C.

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WHEAT. OATS. BARLEY. FLAX

TO OUR FARMERS

When shipping your grain don't forget the Farmers Co-operative Company. Don't follow the old-fashioned way of selling your grain on street. Be progressive: Ship in carload lots and get all there is in it. We check grading closely, and get top prices. Write us for information or prices. Find out about it; and ship your grain to

The Grain Growers' Grain Co. Limited

WINNIPEG

MANITOBA

In addition the ocean channel from Montreal to the Gulf is dredged to a depth of thirty feet and thoroughly buoyed, lighted and equipped with fog signals and wireless stations, so that to-day it is one of the best-guarded channels of its magnitude in the world. It is navigated at night without difficulty, which was impossible until a couple of years ago. Moreover, preparations are now under way to dredge this channel to a depth of thirty-five feet, to provide for increase in the size of ships.

The first dredging operations were undertaken sixty years ago, when the intention was to give 500-ton vessels the advantage of coming up the river to Montreal, the head of navigable water. At the present time the channel accommodates 15,000-ton vessels, the new White Star liners, Laurentic and Megantic, of that burden, being billed to sail from Montreal in May, 1909. The original depth of the channel was 10 feet, where to-day it is 30 feet, and soon will be 35.

There are on the continent three natural channels for getting the trade of the Northwest to the Atlantic, the Mississippi river, the St. Lawrence route and the Hudson Bay. The latter may for the present be treated as a negligible quantity owing to lack of connection. The Mississippi is navigable from the Gulf of Mexico to the falls of St. Anthony, a distance of 2,000 miles. Despite President Roosevelt's advocacy of connecting it with the Great Lakes it is doubtful if this ever will be an engineering or economic possibility.

The St. Lawrence, with its chain of lakes and rivers and canals, gives continuous navigation for 2,500 miles on the line of the shortest way, to the very heart of the continent. The Canadian government thus controls two of the three natural outlets, and when in the course of time the Georgian bay canal is constructed, which will very greatly reduce the present distance, Canada will be in possession of a waterway that will not only attract the

trade of her own great West, but must inevitably attract a very large proportion of the trade of the Western states. It is, however, estimated that the Georgian Bay canal would cost something like \$120,000,000, so that it may be years before it is built, although the government has already made preliminary surveys.

The main features to be considered in connection with this all-Canadian route are: competition of United States railways, competition by United States vessels from Lake Superior ports, diversion of Canadian products through Eastern outlets, such as Boston, Portland and New York.

Naturally the greatest trade to be carried by the route is grain. There are in the Canadian west 171,000,000 acres suitable for cultivation. Should one-quarter of this be put under wheat at the average crop of the past three years, it would mean 800,000,000 bushels. Last year's crop amounted to 12,000,000 bushels of wheat. The Canadian grain is taken by rail to Fort William and Port Arthur, where there is elevator capacity of 20,000,000 bushels, while the corresponding American ports are Duluth, Superior and Chicago, upon whose harbors the United States government has already spent \$10,000,000. The colossal growth of the Lake Superior trade is shown by the fact that the value of the craft engaged in it amounted in 1887 to \$2,000,000, which by 1904 had grown to \$70,000,000, and is very much more to-day. The grain is shipped by boat to the Georgian Bay ports of Depot Harbor, Victoria and Midland or to Port Colborne, Buffalo or Oswego, where it is elevated, and shipped to the sea by rail or boat.

The advantages of the St. Lawrence route for taking this grain to the seaboard are shown concisely in the following table recently prepared by G. W. Stephens, chairman of the Montreal Harbor Commission:

	American Water Route—Buffalo, Erie Canal, Albany, Hudson River to New York	Canadian Water Route—Port Colborne, Welland Canal, Lake Ontario to Montreal	In favour of the Canadian Water Route
Distance.....	430 miles	320 miles	110 miles shorter
Number miles of Canal.....	306 miles	64 miles	242 miles less
Number of miles clear river			
Navigation.....	124 miles	236 miles	132 miles more
Extreme draft.....	6 feet	14 feet	8 feet more
Cargo Capacity.....	8,000 Bus.	80,000 Bus.	72,000 bus. more
Time consumed.....	86 hours	46 hours	40 hours less
Total hours, navigation season.....	5,040 hours	5,040 hours	
Possible trips per carrying unit.....	27 trips	48 trips	21 trips more
Possible bushel capacity per carrying unit per season.....	216,000 bus.	3,760,000	3,544,000 bus.
		—North Western Miller.	

PLEASANT NEWS FROM PLEASANT VALLEY

The Grain Growers' Guide, Winnipeg, Man.

Dear Sirs:—Mr. W. J. Powell, your representative from Swan River, paid us a visit and it only took him a short time to convince us of the necessity of becoming members of the Grain Growers' Association and also stockholders in the Grain Growers' Grain Co. At a meeting today, the farmers were very enthusiastic, 20 members joining the Association, and 10 shares of stock in the Grain Company being taken, besides a goodly number of subscriptions for the "Guide". We expect to double our membership shortly, but owing to the severe weather and bad roads it was difficult for more farmers to get to the meetings. Several of those present took the platform and all expressed the opinion that it is extremely necessary for farmers to co-operate under a strict organization. The following officers were elected:—

President, G. W. Whiting; Vice-Pres., J. McPherson; Secy. Treas., R. Lamb; Directors, W. Redman, H. Wiggins, A. Dobson, J. Brown, Wm. Copeland and J. A. Reid.

Yours truly,

(Signed) ROBT. LAMB.

Pleasant Valley, Sask.

SEED FLAX FOR SALE

We have on hand specially selected flax for seeding purposes which is warranted free from all noxious seeds. We will furnish same to farmers at a small advance on the market price. We are always willing to make an offer on your

FLAX CROP

Government weights and inspection. Liberal advances.

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ST. BONIFACE - MAN.

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FIELD INSTRUCTION

Proposal to Follow European Plan of Giving Personal Instruction to the Farmer by a Corps of Itinerant Teachers.

By W. P. Kirkwood.

Complaint has been made that agricultural education at the various provincial colleges does not reach far enough. It has been said that the instruction offered has been thorough enough, but that it does not reach as many as it should; that of the older farmers it misses, except now and then by an indirection, all but the few who can get away from their farms to take the courses offered at the schools. Those who make the complaint say that instruction should be carried to the farmer on the farm, that the farmer who cannot attend the school should have instruction, as well as the farmer who can.

This criticism is not without foundation, and those in charge of the schools are aware of the fact. What is more, some of them have devised means of overcoming the difficulty. They have worked out a scheme of taking the school to those who could not come to it, a scheme by which every farmer who could not attend the school or send his children could, merely for the asking, get the kind of instruction he and his children most needed. This was not by the means of establishing branch schools as some have proposed, or by sending out more bulletins and books; but by means of a corps of itinerant teachers, men trained in the various departments of schools and prepared to carry to others the very latest information about the best methods and practice in modern farming.

This plan has been tried and is increasing in use in Europe with excellent results. It would mean if rightly worked, added effectiveness for the school of agriculture and greater returns from the agricultural resources of the province.

Thus far the provinces have tried to disseminate agricultural information and traibing through well equipped central schools and through numerous bulletins setting forth results obtained by experiment. Now, however, the demand for the field instructor is becoming insistent. Prof. John Hamilton for the East voiced this idea before the Pennsylvania state board of Agriculture a year ago, in the following:—

"The movement, therefore, that looks toward the placing of the living teacher in direct contact with the tiller of the soil through farmers' institutes the moveable school of agriculture, and the itinerant advisory professor, as well as the teaching of agricultural subjects to children in the public schools, is in the right direction and in conformity with the best practice and most successful results secured after many years of experiment in foreign countries."

This demand in the East has been echoed in the West. In view of this fact it is worth while to take a look at the workings of the plan abroad. Ireland offers perhaps the best information on the subject, though the plan has been on trial there too short a time to show altogether what may be accomplished by it.

The following extract from the sixth annual report, 1905-6, of the department of agriculture and technical instruction for Ireland, gives a rather clear idea of the way the plan of taking agricultural instruction to the farmer on the farm has been worked out in Ireland:

"In the year 1905-6 thirty-one county committees of agriculture (there are thirty-two counties in Ireland) adopted the departments' scheme of itinerant instruction in agriculture, but, owing to lack of qualified candidates, only twenty-three instructors were appointed.

"The main branches of the work of the itinerant in-

structors in agriculture are the delivery of lectures to farmers at rural centers during the winter months, the carrying out of agricultural experiments and demonstrations, and the visiting of farms for the purpose of giving advice to farmers. In the year under review, the instructors delivered 12169 lectures which were attended by 66,114 persons, the average attendance being about 56. The instructors also superintended the laying down of 2,082 demonstrations plots, and instituted 439 experiments on the principal crops. The visits paid to the farmers reached a total of 8,294, representing an average of 365 for each instructor. As the visits are undertaken only at the request of the farmers concerned, the number affords an index to the place the instructor fills with reference to the agricultural industry where he is employed. A considerable portion of the instructors' time is occupied in affording advice to farmers by letter, a course which is adopted when a personal inspection of the farm is unnecessary or not feasible at the moment."

The lectures given by Irelands' instructors are usually delivered in the evening, and cover such subjects as soils, manures, vegetables, fruit and flower cultivation, plant diseases and insect pests. The demonstrations are held either at established plots or in the fields, gardens or orchards, and include practical work in pruning, spray-

When Selling

The products of your farm, do you sell to the first bidder at whatever he chooses to give? Of course you don't—never a straw do you sell until you are satisfied you are receiving the top-notch prices—that's business.

When Buying

your Groceries for instance, do you pay just what the storekeeper asks or do you search the markets for the very lowest prices. Your name and address on a postcard will bring our price list. It quotes the lowest prices in the West.

Munro's 616 Portage Avenue
Winnipeg

Twenty-five Ft. Lots

anywhere in the City of Winnipeg at \$8.00 per ft., should be a good investment. To clear up an estate, I have instructions to offer for sale a block of lots near the junction of the four railways at \$200 each, on terms of one-quarter cash, balance in 15 monthly payments, or 4 half yearly payments, interest 6 p.c. This is an excellent situation, being the only place in the City of Winnipeg where the four railways cross. Write for maps.

Agreements and mortgages showing a good margin of security purchased at the usual rate of discount. Securities arranged on the crop payment plan will not be considered.

City Property to Exchange for Farm Lands

Farmers wishing to purchase or sell City property should communicate at once with

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ing, planting and grafting, vegetable culture, bee keeping, and all departments of farm work.

In Ireland in 1904 the average yield of wheat was 31.28 bushels an acre; in 1905, 33.72 bushels; in 1906, 37.77 bushels; in 1907, 34.79. The average for the four years was thus 34.39. In the United States, according to the census of 1907, the average yield to the acre for the ten years from 1897 to 1906 was 13.82 bushels. In Ireland in 1905 the average production of potatoes to the acre was 207.2 bushels. In the United States the average potato yield was only 93 bushels.

It would doubtless be wholly too much to say that this difference between Ireland's average wheat yield and that of the United States was altogether due to the difference in methods of agricultural education, but one would be rash to say that Ireland's educational plan had nothing to do with the difference or nothing to do with the gain in the average wheat yield.

Perhaps a better idea of the effects of the plan may be had by considering the returns made by the horticultural instructors for the year ending Sept. 30th, 1906. From these it appears the following trees and bushes were planted as the direct results of the outworking of the scheme: apples 33.132; pears 1.519; plums 2.475; damsons 143; cherries 122; gooseberries 12.457; currants 5.423; raspberries 5.447; other fruits 7.091; other trees 158.097.

As an immediate result of itinerant instruction in poultry raising, which included the distribution of eggs from pure bred hens and ducks, in 1905-6, 52,049 dozens of eggs were sent out.

These figures are given because they show, not the ultimate effects of the plan, but the immediate results, and a wide spread interest, a willingness to be told and shown how to increase the profits of the farm.

It is this plan which, to say the very least, is partly responsible for the fact that Ireland grows nearly three times as much wheat to the acre as the United States, almost twice as many bushels of oats, more than twice as much rye, not quite twice as much barley, and a good margin more than twice as many potatoes."

There should be added to the above instruction, how to sell the produce of the farm. This is of quite as much importance as knowing how to produce it, and agriculturally applies to wheat. Thousands of dollars are annually lost by the farmers of this province through not knowing how to properly market their crops or take advantage of the laws provided to safeguard them.

WANT THE WELAND CANAL DEEPENED

Some prominent grain men are advocating the deepening of the Welland canal to permit vessels carrying wheat from Fort William or Port Arthur to run as far as

Kingston or Prescott. They claim that the present cost of carrying grain to Montreal could be reduced about one half or 3c. per bushel. The cost of the work would be about \$20,000,000.

AUSTRALIA AIDS THE FARMERS

The South Australian Government has decided to ship wheat to England for growers if they wish to forward it to London through the produce depot. The officers of the department will receive grain in bulk stores at port and will ship it through from there and sell it at the other end. The government will advance up to 75 per cent. on the English market values of the commodity in the same way as is done with other articles of produce.

TO HANDLE THEIR OWN GRAIN

L. C. Crow, president of the Farmers' Educational and Co-operative Union, which has more than 15,000 members, announces that the union owns 40 warehouses and that it is proposed to have 100 more in operation in Washington, Idaho, and Oregon at the opening of the grain season next fall. It is also likely that the union will extend its field of operation into Western Montana, thus giving it control of the situation in this part of the Northwest.

While nothing definite has been decided as to the building of elevators at tidewater, the union will have representatives at every point on the coast to look after the interests of the farmers and keep them posted. Our members will know every day the exact prices on the coast, without depending on the trust for quotations, and in this way we feel that better prices can be obtained than by any other medium that has yet been tried. We are in the fight to win and there is every reason to believe that we will be successful."

IRRIGATION IN NEW SOUTH WALES

The Agent General of New South Wales has issued a pamphlet giving some interesting figures and estimates regarding the intentions of his Government respecting the irrigation schemes now in hand in that part of the world. He states that 500,000 square miles of land were now considered to be fully watered; 400,000 were fairly well watered, and there are 2,000,000 square miles yet to be dealt with, a quarter of which was almost absolutely rainless. At the same time, he states, this rainless district has an intensely fertile soil, which only needed moisture to make it yield enormous crops of wheat; it is well established that both the arid and semi-arid lands of Australia were peculiarly rich in plant food, and capable of growing magnificent crops as soon as the water could be conveyed to them.



THE GUIDE'S MAILBAG

Selections from a Mass of Correspondence Relevant
to the Purposes of "The Guide"



THE INDEPENDENT CANDIDATE

Millwood P.O., Man., 22nd April, 1909.

To the Editor Grain Growers' Guide, Winnipeg:

Sir,—I should like with your permission to make some remarks on that part of Mr. Partridge's address to the members of the Grain Growers' Association attending the last annual convention, as reported in the February number of the Grain Growers' Guide, page 18, under the heading, "The Independent Candidate." I consider that every farmer in this western country owes Mr. Partridge a deep debt of gratitude. His namesake, the bird, is always prepared to defend her brood with her life, and Mr. Partridge and those who stood with him in a great emergency, known to all of us, risked the whole of their worldly possessions in a fight for us farmers. I therefore differ from him with some diffidence, but think that some of the consequences of acting as he suggests with regard to party politics may have escaped his notice.

I can't help thinking that Mr. Partridge's advice leads us into a cul-de-sac. He forgets that the party man who becomes a member of any of our legislatures always votes with his party, and is therefore perfectly useless to represent any interest that has no say in the party caucus. Take the position in the Dominion House to-day: there are 18 Government members and 17 Opposition members sitting in that House representing constituencies west of Lake Superior, or in other words, the Ins are all but balanced by the Outs, which means that this western country is practically without representation in the Dominion House. What a very different position we should be in if all these 35 members belonged to a third party representing the agricultural interests. The man who always votes with his party practically admits that he is either unable to form a judgment on any given facts or else that he has no care whether the country is governed by white people or black. Surely this is a very bad state of feeling for a man of sense to fall into.

But let us look ahead a little. The population of the west is increasing at such an accelerated rate in proportion to that of Quebec and the old part of Ontario that after the next census, which takes place in 1911, that part now returning 35 members will be entitled to something like 75. Let us remember that Quebec can never return more or less than 65. To-day the representatives of that province outnumber those of the West by 20 votes. In two years' time the West should have turned the scale the other way and be outvoting Quebec by 10. I think any man who thinks at all can see that we can come by our own if we will only stretch out our hands and take it; but we must give up party and vote one way. We want, however, a flag to rally under. I consider that the greatest and most unjustifiable disadvantage under which we labor to-day is the oppression inflicted on us by the

tariff, once the bantling of the Conservatives, but now equally adopted by the Liberals; it is hard to say which parent loves it most. We find many bad things in this world we can't alter, such as the confusion of languages. The protective tariff is also an evil which the nations have brought upon themselves, and to a certain extent, therefore, we must put up with it, but only so far as it helps to keep population in the country by providing them with employment. If we turn to the tariff to-day, what do we find, that the Western farmer derives no benefit whatever from it, whilst the price of everything he needs is enhanced to him by the same means, from the cap on his head to the boots on his feet, he is paying from 20 to 35 per cent. extra because of this protective duty, the cost of his tools, implements and machinery and everything that he needs is increased to him in the same way, but for whose benefit? The manufacturer, who is at present the dog on top, tells us it is patriotic to submit to this perpetual bleeding. Let us see where the money goes. If a man imports \$100 of stuff say from the United States, the duty collected on it goes into the treasury of the Canadian Nation, if he buys the same sort of stuff manufactured in Canada, an amount equal to the duty is added to the price, but the manufacturer puts this amount in his own pocket. How patriotic he is to be sure!

No Sir, the patriotic cry is played out. To enrich the few at the expense of the many is a kind of thing that won't work forever, and it will come to an end just as soon as the agricultural interests drop party politics and stand up for just bare justice to themselves. The power to obtain their just rights is now in the hands of the western population; let them go to work and get there as one man.

Yours truly,

P. H. SPENCER.

FIGURES THAT SPEAK

Editor Grain Growers' Guide,

Winnipeg, Man.

Dear Sir:—Some time ago at a meeting of the Pine Creek branch of the Grain Growers' Association, we passed a motion condemning the bonus system in the pig iron and steel industries. Since then I have been trying to get a few of the prices charged by our implement dealers.

For instance, I bought two small castings from the Massey Harris agent and paid \$2.25 for them. On weighing these castings I find that they weighed a fraction less than 7 lbs., but we will call it 7 lbs. I calculate this to be 32-1-7c. per lb., or \$642.85 per ton for cast iron. At other times I have bought 3 separate castings from the International Co. This was the same casting bought from three different agents, so they all weighed

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INCORPORATED 1891

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Jas. Riddell, Farmer, Rosebank, Vice-Pres.
W. H. Bewell, Farmer, Rosser
W. W. Hays, Farmer, Oak River
T. T. Lennox, Farmer, Melita
T. E. Bill, Farmer, Ninga
C. J. Thomson, Farmer, Virden, Manager-Secretary-Treasurer

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SEASON 1909

Have been doing Hail Insurance business for the past eighteen years.
Have paid the expenses and all losses in full in fifteen of those years.
Have no liabilities.

Pay to the extent of six dollars per acre for losses, and for partial losses proportionately.

Cost 25c. per acre or less, according to the loss claims.

In seven years the full amount of the Premium Notes was not called.

ECONOMICAL MANAGEMENT
HONEST APPRAISEMENTS AND
SATISFACTORY SETTLEMENTS

INSURE WITH US AND FEEL SECURE

the same and cost the same, namely, \$1.50 and weighed 4 lbs. That is 37c. per lb., or \$740.00 per ton.

I am informed that the C.P.R. buys all the steel they need at less than \$29.00 per ton. In fact the figures I have, quote the C.P.R. price for steel at \$28.33 per ton. What a difference—the farmers pay 23 times as much for cast iron as the C.P.R. does for steel.

I would like to see all our sub-associations take this matter up. Just if the farmers will weigh all their repairs for binders, seeders, etc., and send in the weight and price to "The Guide". Then when our executive goes to the Government for redress and places the position of the farmer re tariff reforms, before the Government, they can produce figures and facts to show how we, the western farmers, are being robbed on every purchase we make for repairs to our machinery.

In this way we should also give assistance to the inquiry being made by the Saskatchewan Grain Growers' into the cost of production of farm machinery.

I also think it is time for the Grain Growers to take the stand not to support any Government candidate, be he Grit or Tory, who will not support the resolutions adopted by the Annual Convention of the Grain Growers' of the three Provinces. For my own part, I shall not support any candidate who will not pledge himself to support us, the Grain Growers.

Yours truly,
(Signed) JOSIAH BENNETT.

Austin, Man.

FREE IMPLEMENTS

To The Editor:—I see by your paper that the Grain Growers' Association of Glenella have taught their sister associations a very valuable lesson. At their last meeting they passed a resolution asking the government to put agricultural implements on the free list. In other words, to take the taxes off them. They sent this resolution to the Hon. W. S. Fielding, finance minister, but they should also have forwarded a copy of it to Glen Campbell, M.P., their representative, in order to let him know their heart's desire in this respect. If all the grain growers associations will meet, discuss the matter of free implements pro and con, and then pass resolutions accordingly and forward them to their M. P.'s and finance minister respectively there is no doubt but that at next session of Parliament that concession will be granted. The Toronto Star has been publishing several articles showing that implements coming to Canada from the United States free of duty will enormously benefit our farmers: and will not hurt Canadian manufacturers. It points out that our Canadian manufacturers compete with the United States manufacturers in the markets of the world, and, if they can do that, then why can they not do the very same thing at home? And, if farmers can get implements on the free list then, in a similar way they can get sugar and other things on the free list. Sir John A. Macdonald had sugar on the free list in his day, so why can't we have it now? It would mean 30 pounds to the dollar instead of 15 as now. Would not that be the same as raising the price of the farmer's pork and wheat? It may be that government ownership of elevators is not practical, but putting implements and sugar on the free list is practical and easy and all it needs behind it is "the demand for it."

Grain growers can add to the interest of their meetings and increase their membership by announcing beforehand that resolutions relating to certain matters be brought before them at the conclusion of the regular routine of business, and that five minutes will be given to each member to stand up and speak to the motion. In this way the grain growers will stimulate thought, and will create and mould public opinion, for without public opinion nothing can succeed, but with public opinion anything is easy and possible.

Neepawa Press.

GRAIN GROWER.

Farm Lands and City Property

FOR SALE AND EXCHANGE

30 Years Experience in Western Canada

SEE ME for good lands and easy terms in any of Western Provinces, some on half crop payments. Also B. C. Fruit Lands for sale. Loans at current rates.

J. B. GOWANLOCK

Office Phone 1759
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LUMP LIME

IN BARRELS AND LOOSE

KELLY ISLAND LIME

HARD WALL PLASTER

WOOD FIBRE PLASTER

RUBBLE STONE

CRUSHED STONE

Write us for quotations.

The Winnipeg Supply Co. Ltd

298 Rietta Street, Winnipeg

A BANK PRESIDENT'S VIEWS

To the Editor,

Grain Growers' Guide.

Reading the address of the President of the Bank of Commerce last year and again at this year's annual meeting, I am struck with the great interest he takes in the farmers of the three great prairie provinces. At the last annual meeting January 12th, he says "There are many avenues of economy and profit open to the Western farmer which because of the ease with which he acquires wealth he neglects. This is unfortunate for the country as a whole and some day it may be unfortunate for him. He neglects his fall plowing and consequently his seeding is too late, neither does he use good seed or destroy noxious weeds with sufficient vigor."

Now Mr. B. E. Walker's statements are utterly false, entirely without foundation. The Western farmer does not acquire wealth with the ease with which he would have the public believe. The Western farmers are a busy industrious class of people and while they were minding their own business such men as he were busy weaving nets to entrap them, and to-day I am sorry to say they are effectually caught in the meshes—slaves to the combines. One of the worst is the monopoly created for the handling of their grain—a monopoly that Mr. B. E. Walker (with the rest of the Canadian Bankers' Association) has been instrumental in forming. They have to pay from 50 to 100 per cent. too much for everything they need. These prices are exacted by the combines made possible under the high protective tariff that Laurier before he came into power declared to be grievous and burdensome—degrading the moral life of the nation. But although many years have passed since then, the protective tariff is as high or higher now than it has ever been. To say that wealth comes rolling in with "such ease" let me invite Mr. B. E. Walker to one day's drive in any part of the Northwest Provinces, so that he will be able to see the conditions as they are and judge accordingly.

Why do we see in this fair land (where land is cheap comparatively) so often what is termed as the prairie shack, where everything has to be done in one room and

families are forced to live in conditions that Mr. B. E. Walker never dreamt of?

Is it not because that lumber is controlled by a combine one of the most oppressive in Canada? The price of lumber is nearly double what it ought to be. Does Mr. Walker believe that families live in these conditions from choice or as he infers from laziness. If too much lumber is put out the Bank of Commerce will lend to the combine to hold it over, but if a farmer wanted the same privilege on his wheat he is distinctly told that the Bank has not money to lend for that purpose.

As to being "too lazy to clean the seed or do fall plowing or eradicate noxious weeds," Mr. Walker's statement is a lie and he casts a slur on the most industrious class in Canada, the class particularly on which the parasites prey (himself included). But of all the combines the Bankers are the most oppressive in that they take the earnings of the workers and afterwards use them to depress the price to the producer and raise it to the consumer. Our bankers are our millers, grain exporters, elevator owners and millers—holding seats on the Grain Exchange.

They have cut down the credit to one half, of all those who do not control terminal storage, thereby cutting out the independent dealers and creating a monopoly for the handling of our grain and thereby dictating prices to producer and consumer alike.

It was the bankers combine that caused the conditions that held up our crop at Fort William and Port Arthur in the fall of 1907. Although not within 12 millions of dollars of their limit of lending, they declared there was a financial stringency. This is the truth, as Mr. Walker very well knows, and was brought out before the Minister of Trade and Commerce in March, 1908, when Mr. E. S. Clouston and he had to admit these facts, and Mr. Burns failed to prove differently.

In his speech at the annual meeting of the Bank of Commerce for the year ending December 30, 1907, Mr. Walker declared that the car distribution clause as it stands today in the Manitoba Grain Act was responsible for the car shortage and the money stringency that year. He thought he would have no difficulty in proving it, but as he knows the little delegation of farmers from the West that met him at Ottawa were able to prove differently, and proved before Sir Richard Cartwright that

he (Mr. Walker) made the statement through ignorance, selfishness and greed.

JOHN EVANS.

THE OTHER SIDE

The Editor Grain Growers' Guide,
Winnipeg, Man.

Dear Sir:—I have been an interested reader of your Grain Growers' Guide, for some time and have been much impressed by the arguments brought forward in favor of the government ownership of initial and terminal elevators. But I shall be glad if you would give a little of your space for correspondence to those who, like myself, are doubtful, and would like to hear both sides of the question. In the first place who will have the appointments of the officials to manage affairs, the government elected by the whole people, or the farmers. And secondly, who will pay for it?

In the October issue of your paper you distinctly state that the system can be created without placing a tax upon the remainder of the people. If these are not to pay for the system, are they to have a voice in its control through their representatives in the Dominion and Provincial houses? It will be evident to you that, if such is the case, a day may come when the interest of the farmers and the people may clash; and then in the face of such a majority, what would become of the farmers?

Respectfully Yours,

JOS. H. FAWCETT.

The choice of a man's pleasures or delight will best discover his real character. If he be most pleased with religion or literary pursuits, we may pronounce him virtuous; if his chief delight is in low company, vicious or vain amusements he is not, strictly speaking, virtuous. No man is an hypocrite in his pleasures. Pleasure, though in itself harmless, becomes mischievous by endearing us to a state which we know to be transient and probationary. In the state of perfection to which we aspire, there will be pleasure without danger, and security without restraint.

HAIL - HAIL - HAIL

Loss claims paid last year - \$30,152.89
Paid last five years - - 302,866.24

Average rate of assessment 6 years 16½ cts. per acre. **Plans of Insurance same as in 1908.** Assessment governed by amount of loss. Have now \$1,600,000.00 Insurance in force.

Surplus Assets \$23,339.00—including premiums on insurance now in force, over \$87,000.00. **No Liabilities.**

Cash Deposited with Government, \$5,000.00

The Company is now stronger financially than ever before. For further information see our agent or write

THE MANITOBA FARMERS' MUTUAL HAIL INSURANCE CO.

W. O. GRAHAM
MANAGER

BOX 1147
WINNIPEG, MAN.

IMPROVEMENT OF FRANCHISE ACT

Editor G. G. Guide:

Sir,—Mr. Fraser's letter in your last issue on this subject was a most peculiar production. Put in brief it was a plea for the disenfranchisement of the poor. Although I am not a lawyer, this proposal would, I think, entail an amendment to the Dominion Election Act before any such lists as proposed could be used for federal elections, consequently the statement that \$20,000.00 would be saved is incorrect. But this aside, it is certainly curious to say the least to find a man who is, I think, a Liberal in politics, pleading for reaction in the way Mr. Fraser does. In less happier days our fathers saw the interest of the poor neglected and came to the conclusion that the cause of this was that they were debarred from having any say in making the laws they had to obey, and at great cost of energy, money and time they planned and worked until they secured for all adult men the right of the franchise. The great argument they used was that every man who was a settled resident of the community should have a vote because he was a man. The basis of Mr. Fraser's proposal is, in plain words, pure snobishness, for Mr. Fraser would meet each voter at the poll, not with the sensible question, "Who are you?" but with this other question, "What have you got?" the whole being based upon the philosophy that a man is not a man unless he has property. I cannot believe that the people of the West where individual right is more fully recognized than elsewhere, will for a moment give heed to any such nonsense.

And what is the ground for asking us to reverse the car of progress and advance backward? It is that the poor are more susceptible to bribery than are those who are better to do. I am not at all willing to subscribe to this statement. If you could get together all the men who abuse their franchise I doubt if the poor would be

more largely represented than other classes; rather, I believe they would more than bear comparison with their more fortunate and wealthier fellow citizen.

While I think poverty is very undesirable, my experience has tended to the conviction that bribery finds its votaries generally among the avaricious, who are not all poor by any means.

Then again arises the question, "Is it wise to introduce so contentious a subject as this into our Grain Growers' Association? In organizing for the protection of our industrial interests we want to win all the sympathy and support we can, and I submit we shall make rather poor work by asking our people to thrash out a matter which, should it be decided as Mr. Fraser wishes, will alienate and antagonize the non-property workers of the West against us, a consummation the most undesirable.

The larger question of why the voters' lists in Manitoba are at present so much a matter of debate, I have no desire to write about, as that is not in any special sense a matter that concerns our interests as grain growers.

Yours,

Maymount, April.

GEO. LANGLEY.

EFFORT

"The true doctrine to preach to this nation, as to the individuals comprising this nation, is not the life of ease but the life of effort," says President Roosevelt. "If it were in my power to promise the people of this land anything, I would not promise them pleasure. I would promise them that stern happiness which comes from the sense of having done in practical fashion a difficult work which was worth doing." That, when one comes to think of it, is the promise the Master made long ago to His followers—not rest, ease and pleasure, but the joy of the conqueror, "to him that overcometh."

Make Denatured Alcohol for 8 Cents a Gallon

The navies of the world adopted tax-free commercial Alcohol for smokeless motive power.

Enormous savings have been perfected by utilizing vegetable waste matter for light, heat, and motive power, but now that deoxidized natural gas, sawdust, wood syrup and lime produces Denatured Alcohol so cheaply as 8 cents per gallon for ships, the saving of coal room, boiler room, handling of fuel, a clean, odorless, smokeless motive power for motor boats and automobiles—and the navies of the world use it. Just think: 85 per cent. of water the principal part of which is converted into alcohol by chemical action in contact with fermented vegetable waste and deoxidized natural gas, or any carbo-hydrates, etc., combining with 94 per cent. oxygen or atmospheric air when used for motive power, light or heat purposes. It opens an absolute new market for sawmill waste, paper, pulp and chemical fibre mill waste products—the use of natural gas and

for millions of tons of farm product that even the world's greatest monopoly cannot touch. Our Denatured Alcohol Distilling Apparatus is constructed of steel plate galvanized and the highest grade seamless copper tubing tested to 300 lbs. pressure. Its conductivity makes possible the instantaneous the hot steam alcohol distilling with a very simple but serviceable still and doubler that will produce Denatured Alcohol for 8 cents a gallon. A 100 to 120-gallon capacity every 24 hours, weighs complete 985 pounds and costs \$550.00. A smaller 60 gallons daily capacity weighs 520 pounds and costs \$285.00. No government taxes, no government supervisal, no speculative features. The market demands the product. Unquestionable references. We are ready to negotiate with responsible individuals on very liberal terms. Do you want to be a good, progressive fellow Establish this new infant industry at home. It will yield a most profitable income. Address—

The Continental Natural Gas Alcohol Co.

WHEELING, WEST VIRGINIA

STATEMENT OF GRAIN SHIPMENTS

Which have passed the inspection point at Winnipeg during the month ending April 30th, 1909, as supplied by the Chief Inspector of Grain, Manitoba Grain Inspection Division.

SPRING WHEAT.	
	Cars.
1 Hard White Fife...	1
1 Northern	652
2 Northern	928
3 Northern	1116
No. 4	469
Feed	25
Rejected 1	193
Rejected 2	219
No Grade	57
Rejected	65
Condemned	3
No. 5	182
No. 6	61
No Established Grade.	1
Total	3972

WHITE WINTER.	
	Cars.
No. 1 Alberta Red ...	1
No. 2 Alberta Red ...	8
No. 3 Alberta Red ...	8
No. 1 White Winter ...	1
No. 2 White Winter ...	3
No. 3 White Winter ...	3
No. 1 Mixed Winter...	5
No. 2 Mixed Winter ...	5
No. 3 Mixed Winter...	3
Rejected 1	4
Rejected 2	2
No Grade	19
Rejected	17
No. 4	17
No. Five	17
Total	71

TOTALS.	CARS	LAST YEAR	CARS
Wheat	4043	3169	C.P.R. 3881
Oats	1187	753	C.N.R. 1190
Barley	164	110	G.T.P. 111
Flax Seed	242	120	Calgary ... 253
Rye	1		Duluth 202
Total... ..	5637	4152	5637

OATS.	
	Cars.
Extra No. 1 Can. West'n	1
No. 1 Can. Western...	36
No. 2 Can. Western...	775
No. 3 Can. Western...	121
No. 2 Mixed	9
Rejected	28
No Grade	9
Condemned	4
Extra No. 1 Feed ...	102
No. 1 Feed	54
No. 2 Feed	48
Total	1187

BARLEY.	
	Cars.
No. 1	1
No. 2	62
No. 3 Extra	63
No. 4	34
Rejected	4
No Grade	4
Feed	164
Total	164

RYE.	
	Cars.
No. 2	1
Condemned	1
Total	1

FLAX SEED.	
	Cars.
No. 1 N. W. Man.	177
No. 1 Manitoba	34
Rejected	10
No Grade	17
Condemned	4
Total	242

HOW THEY DO IT AT GILBERT PLAINS

The Gilbert Plains branch has been one of the most active in the province—since its inception always at the top notch in membership. The secretary recently sent a copy of the following resolution to each farmer in the municipality who are not members of the association. A good example for others to follow:

MANITOBA GRAIN GROWERS' ASSOCIATION.

The Executive of the local association at Gilbert Plains desires to bring to the notice of every farmer in the Municipality the claims of the Grain Growers' Association.

This organization of farmers was formed for the sole purpose of furthering their interests, and during the short time of its existence much has been accomplished, as for instance, the privilege of loading our grain direct into the cars. Every farmer recognizes, without going into detail, the great value of this, and yet if our association had not fought this question at Ottawa a year ago the strong combination of railway and grain men, bankers, elevator owners, and others might have prevailed with the Government to either cancel it or so mutilate the Act that we would have been in the hands of the elevator men again. Then there is the reduction in rate on coarse grains, a saving of \$6.00 per car, and the fencing of the C. N. Railway track from Dauphin to Gilbert Plains. These are only instances of the value of the Association to the farmer. Many others could be noted but these are named as they appeal to every resident of this district.

* Now do you want a handful of farmers to continue fighting your battles at their own expense, or do you wish to join the army of workers? In this Gilbert Plains Municipality here are 946 names on the municipal lists. Our local branch here had 121 members in 1908. The fee is \$1.00. Half of this goes to the Central Association for general organization work, and the other half is for local organization work. Will you not join us at once and help swell our membership to 500? If we do this every reasonable claim we prefer on the Governments and Railway Commission and other bodies, will be granted promptly, as "United we stand, divided we fall."

Come to our meeting held monthly in the Orange Hall, advertised in the "Maple Leaf." Be a worker and we will win.

For your information, on back of this circular you will find a letter from a prominent Grain Grower, Mr. Moffat of Souris. There is a lot in this worthy of your careful consideration, and you may depend on it if every farmer in Manitoba would only join our Association, these grievances would disappear. The producer would rule instead of, as at present, letting the Middleman rule him.

So join without delay.

R. J. AVISON, President.

J. R. DUTTON, Secretary.

Gilbert Plains, April 3rd, 1909.

PROVING HIS STATEMENTS

We understand the local association of Grain Growers are taking steps to prove that the statements made by their delegate, Mr. Leslie Wright, at the recent Weyburn convention, is a fact, namely, that the prices for wheat on the American side of the border were much higher than at local points on the Canadian side; a statement that the majority of the delegates at that convention did not seem willing to believe. Had they resided along the Estevan line of the C.P.R. they doubtless would have had good reason to believe it, for we fail to know anyone hereabouts but who is more than convinced that such is true; and did they know Mr. Wright as he is known in his own locality they would not take him for other than a thoroughly reliable and truthful gentleman.—Gainsboro Post.

DISINTERESTED EFFORT

It is a law of life that all great and shining success is the result of disinterested effort. That law may seem a paradox to those who aim only at material success; but in the long run, and in the history of nations, if not of individuals, it proves itself. The country which aims only at riches is sure to become poor, as the country which aims only at conquest is sure to be abased.

Free 'Bus From All Trains

Seymour Hotel

Farmers from the Three Provinces make it their headquarters when visiting the city

Every street car passes the City Hall, which is only a stone's throw from the hotel entrance

Rates \$1.50 Per Day

JOHN BAIRD, Prop.

EVERY TOWN'S OPPORTUNITY

Boards of trade in many of our Western towns profess to be anxious to advertise the advantages of their particular locations as manufacturing and distributing centres, and the surrounding country for its wonderful fertility. Unofficially, these boards appear to be willing to contribute as much to such an enterprise as Andrew Carnegie bestows upon a town that consumes a given amount of steel, but officially, the actions of our boards are not so liberal. As far as advertising the natural advantages, or the public accomplishments of a district are concerned, boards of trade are quite unanimous, so unanimous, in fact, that literature used for one would practically do for all by changing the proper names and slightly altering references to maps.

What practically all boards of trade overlook is the development of their town by fostering home industries, with particular emphasis upon agriculture. We have frequently witnessed, during the present winter, boards of trade neglecting or refusing to lend a hand to give publicity to a seed fair or Farmers' Institute meeting, while bemoaning the lack of interest the general public outside appeared to be taking in the enterprises of the town. On the other hand, we have seen boards of trade taking every advantage of farmers' gatherings or shows to bring publicity to the town, and these are the towns that are regarded by outsiders as the most enterprising. In this matter of co-operation between town and country there is practically no limit. There is no better way to gain a favorable reputation for a town and district than for the board of trade to advertise agricultural events and accomplishments, and to exert every effort to create an interest in advanced and natural methods of farming. In fact, incalculable benefit would accrue to the town if the townsfolk made special efforts to get up meetings for the discussion of farming operations and fairs for the display of farm produce. No town can prosper unless the farmers of the district are intelligent and progressive, and the farming community cannot be prosperous without sharing their prosperity with the town. Every farming district is a Cobalt to the town that takes the trouble to develop it.—Farmers' Advocate.

Editor's Note.—We heartily endorse the sentiments expressed in the above clipping from the Farmers' Advocate. Boards of Trade will move heaven and earth, and express a willingness to tax themselves out of all proportion to the benefit they may hope to derive, to induce manufacturing concerns that may employ a few hands to locate in their town, yet they will make no effort to create conditions that would develop an increase of the output from the lands. The wasteful system that now obtains in the marketing of our farm product absorbs too much of the fruit of farm labor. Much of the proceeds of the farm, that under a proper system of distribution

would circulate in trade in our farms and villages, goes directly to stockholders in the large concerns that control in a large measure the distribution of our grain products, enriching men who already have too much money for their own good or the good of the country, at the expense of the masses of common people.

The business men of our towns and villages by co-operating with those who are endeavoring to inaugurate an economical system of distributing, would be of valuable assistance in creating new and better conditions, instead of as now keeping aloof and in many cases suspicious and apathetic if not in open opposition.

If our Boards of Trade would join with the farmers in an effort to create conditions that would net to the producers an additional \$100.00 for the proceeds of every quarter section of land under cultivation in the West, it would be of more value to the business interests than all the manufacture they may ever hope to induce to locate in this country.

An economical system of distribution could easily save \$1.00 per every 100 lbs. live weight of our cattle and hogs to the farmer, between the prices he receives and that paid by the consumer. The incentive that additional price would give to stock raising alone would yield the above mentioned amount, to say nothing of what a proper system of grain handling would save to the general business of the country.

KILLARNEY

The Grain Growers of Killarney held a meeting in Treleaven's Hall on March 18th, President W. J. Stowe in the chair.

Reeve Miller reported that the Union of Municipalities turned down the proposition regarding hail insurance submitted to it as being impracticable and too expensive to administer. He did not have much faith in it himself but would like to see the ratepayers get a chance to vote on it.

Mr. Rankin spoke on the great advantages of the car distribution clause in the Grain Act, and stated that farmers were anxious to retain the loading platform whether we got government ownership of elevators or not, as it was a kind of barometer of the kind of treatment farmers received at the elevators. Too many farmers using the elevators indicated that the elevator business needed investigation.

George Lawrence, M.P.P., spoke of the grading system being a losing concern for the grain growers. Owing to the inequality of the Duluth and Manitoba grades, though we produced a better quality of grain we did not receive relatively as good a value on the world's market as the Dakota farmer. At his suggestion a committee composed of Messrs. Rankin, Magwood, Chapman, Rankin and Lawrence was appointed to draft a resolution dealing with the matter, for discussion at the next meeting.

Mr. W. J. Small spoke to a resolution asking the Great Northern to build a branch into the district. The resolution was extensively signed by the farmers, promising a liberal patronage to the road if built.

Messrs. Lawrence, Small and Hayden were appointed to wait on the municipal councils of Killarney and Turtle Mountain to urge them to send a delegation to St. Paul to interview the authorities of the Great Northern.

PROCRASTINATION

I want you to learn right at the outset not to play with the spoon before you take the medicine. Putting off an easy thing makes it hard, and putting off a hard one makes it impossible. Procrastination is the longest word in the language, but there's only one letter between its ends when they occupy their proper places in the alphabet.

NOTICE ! IMPORTANT TO FARMERS

Plans, Elevations, Sections, with figured dimensions and specifications of dwelling houses furnished from \$5.00 to \$10.00 a set complete.

5 Roomed House, \$5.00 a Set
6 Roomed House, 6.00 a Set
7 Roomed House, 8.00 a Set
8 Roomed House, 10.00 a Set

Send a description of the house required, payment of the fee and a (blue print) drawing and specifications will be mailed to any address in Canada by

SMITH & BRUCE

ARCHITECTS

261 FORT ST.

WINNIPEG

HAVE IT RIGHT

It was in the days of Nelson—or Drake.

The ship-builder looked at a piece of timber and saw it had a worm in it.

"Never mind," said he to himself, "Nobody's likely to see it. It'll do."

So he fixed it in with the others in the hull of the ship, and nobody ever saw it. Some because they weren't there and others because they were too drowned. The worm and its posterity had done it.

That story may be true or it may not. It doesn't matter. If it isn't true in detail, it's true in general sense. Your yourself do what that shipbuilder did—as innocently, as carelessly. Others suffer. You too, sometimes.

You don't always have it right, but sometimes you're content with "near enough" or "it'll do." There is no "near enough" really. Either a thing is as it ought to be or as it ought not to be. One or the other.

You can't "nearly" be a boss or "nearly" be an errand boy. You've got to be one or the other and to be that one right through.

We heard a lot about "The fraud of the Label" some years ago, and perhaps there isn't so much of it now—on bottles and cases. But what about yourself? Are you a walking fraud of the label, or are you first quality goods right up to sample?

If you applied for a situation you would probably stick in the same old tag, "If you are good enough to engage me I shall do my best to further the interests of the firm," or something even more jammy than that.

That's the label you don't line up to.

You may do a lot. You may even do more than you're expected to. But you don't do that which is absolutely your best. You are content to give what you think is value for money and there you stop. And there you're likely to stop.

When you are a student at school doing your exercises you get them as near right as you can, conveniently, without too much trouble. The teacher writes across it "Fair," "Very Fair," or "Good," and you proudly take it home where you find parents foolish enough to say "How clever."

But it isn't your best. You know you haven't it right, and just a little more effort would have got you an "Excellent" mark.

Have it right. Never mind the trouble, but have it right.

You grow up and begin to earn money and live by patching. Your work looks right to one who doesn't know too much about it, but it isn't what it looks. It isn't absolutely indisputably right, and so it's wrong.

There's right and there's wrong and what isn't right is wrong. Right is perfect and all else is wrong. Have it right. Never mind the trouble, but have it right.

You get to the top of the tree because in the country of the blind the one-eyed man is king. You are still followed by "It'll do," the curse of your younger years.

An advertisement of yours. It doesn't quite appeal to you as the best that is possible, but it is late in the day and you are tired. "It'll do." Well it wasn't the worst possible and it brings you a profit of £10.

So you are satisfied and say to yourself "How clever." What a fraud you are. A month ago an advertisement that cost you the same brought you a profit of ten times as much.

A man is working for you and you examine the result of his labour. It isn't quite what you know it ought to have been but it might have been worse. So "it'll do."

You corrupt yourself and you corrupt him. Your will gets flabbier every time you do a silly trick of that sort and he is encouraged to give what is not his best but what will just do. You, in trying not to hurt his feelings, have started him on a downward path and it's much if he doesn't end as a contractor to the War Office.

If you don't have it right all the time you're simply going about making everybody you meet as bad as yourself.

Why do you want to consider other people's feelings so much? You'd do them more good if you took less trouble to make them self-satisfied. Self-satisfaction is no great help to anyone's career. It's much more important they should see their deficiencies and put them right.

HOW I LOST MY FIRST JOB

While the world was yet so new to me that my eye had no cast of suspicion in looking on, I was given employment at a portable sawmill. My duty was to pump water into a barrel which fed the boiler.

During the first day I began to think. During the second day I explained my plans to the "boss." On the third day we began to work on them as our spare moments permitted, and by noon of the fourth day my little world was a realization: a long pole pivoted in the centre of the post, with one end connected by an arm to a crank on the end of the shaft that drove the sawdust drag, the other end being connected to the suction rod of the pump.

It worked to perfection, and it was my own child. No great engineer was ever so proud of his achievements. I spent all afternoon strutting about with an oil can in my hand and my little heart expanding with the extasy of watching that rude piece of machinery work. Would six o'clock never come? Then I could run home and tell my mother of my wonderful creation, and what a jolly time I should have all vacation, just watching it make money for me!

At six o'clock the "boss" came to me and said: "Billy, our contrivance seems to work all right. I'll not need you any longer."

Sudden death would have been more merciful.

I demanded my wages.

"No," he said. "I never give money to children. I'll pay your father."

My poor father's life was only spared thirty-eight years after I was discharged, consequently the "boss" still owes me the bill.

Since then I have put in several labor-saving devices that worked well, but it was only my first that ever kicked me out of my job.

W.H.A.

A BARGAIN

The N.W. quarter of 6-23-12 W. 2nd, about 50 acres cultivated, school on quarter, log buildings.

Also N.E. quarter of 23-19-12 W. 2nd. Qu'Appelle River touches this; about fifty acres cultivated, log buildings.

Either of these quarters to be sold on small cash payments, balance crop payments. \$20 per acre.

254 ft. on Bannerman Street in the city, close to car line. Only \$10 per foot. Easy terms.

FRED. C. HAMILTON

REAL ESTATE

SUITE 1, BANK OF HAMILTON CHAMBERS
PHONE 1156 WINNIPEG

Will You Ride with Us in the Same Old

Lake Lumber Co.,
Winnipeg, Man.

Gentlemen :

Having had occasion to get some lumber to finish off a house inside, and the local dealers being so high in price, I began to look around, and seeing the Lake Lumber Co.'s ad. in the Grain Growers' Guide, I at once wrote them and their prices were from ten to forty dollars less than I could get this material any other place, and their dealings were honorable and straightforward. I feel it is the duty of every man to patronize this company that comes out against combines and monopolies and deals so honorably with the public.

Very sincerely yours,

JAS. A. CAMPBELL,
Elm Creek, Man.

The Lake Lumber Co.,
Winnipeg, Man.

Dear Sirs :

I take the greatest pleasure in recommending your company to any man who wishes to build. I find a difference of from \$10.00 to \$15.00 in the local prices and get a better grade of material. I have dealt with you for over a year now and found you to be straightforward in every respect. I can speak well for you to any one.

I am, Yours, truly,

EDWIN C. LAW,
Darlingford, Man.

MUNICIPALITIES : Our Lumber has
passed Government Inspection.

Lake Lumber Co.,
Winnipeg, Man.

Dear Sir :

I have much pleasure in informing you that the bridge lumber which we got from you passed the Government Engineer's inspection and it is in his report to us as A1 Material. We are highly pleased with the price and all is satisfactory.

I remain, Yours,

JOSEPH CHRISTIE,
Councillor, Ward 4,
Carman, Man.

Lake Lumber Co.,
Winnipeg.

Gentlemen :

Regarding my car of timber, as a whole, I can say I am highly pleased with it, and will recommend your company to anyone needing building material in future.

I remain,

Yours truly,
(Signed) FRANK R. FOX,
Desford, Man.



Continue to be Held Up Fashioned Way?



Lake Lumber Co., Ltd.,
Cor. King and Sutherland,
Winnipeg.

Dear Sirs :

The car of lumber ordered from your firm by me arrived promptly and proved to be satisfactory as regards quality. I have dealt with four different lumber yards since I came to the West, and the lumber I received from your company is equal to any I ever got from the local dealers, and much cheaper. I believe if you continue to deal honestly and promptly with the farmers you will be as great a boon to them as the T. Eaton Co. and as universally patronized.

Thanking you for your prompt and honest dealing, I remain,

Yours truly,

(Signed) R. F. BURNETT,
Oxbow, Sask.

Lake Lumber Co.,
Winnipeg.

Dear Sir :

I received a car load of lumber from you in August and am pleased to say that it was very satisfactory both in quality and prices, being about \$10.00 a thousand less than I could get the same kind of lumber for in Elkhorn at that time.

Yours very truly,

A. J. SWAN,
Elkhorn, Man.

Mail Catalogue of Building Material and
Delivered Lumber List.

Cut Out and Mail to Us and
Mark Dept. 100

LAKE LUMBER CO., LIMITED

WINNIPEG, MAN.

Mail Catalogue of Building Material and
Delivered Lumber List.

Name

P.O.

R.R.

THE WEALTH OF CAPABLE MEN

Of England it may be safely said that no country before or since has ever been so rich in able men. England, indeed, has produced three or four of the greatest men that ever existed, men who have won and retained for her the intellectual sceptre of Europe. In literature, in science, in invention, in politics, in evangelism, and in war, she has out-distanced all her rivals. Shakespeare and Milton, Newton and Darwin, Watt and Stephenson, Drake and Raleigh, Nelson and Wellington; Bunyan and Hooker; Sydney, and Cromwell, and Wesley; Bacon, and Ruskin and Herbert Spencer; Reynolds, Constable, and Turner. What a galaxy of stars is here and how many other orbs of almost equal magnitude have moved in the same heavens? The difficulty of many nations is to find men capable of initiating and directing great movements. But the hour in England has always found the man equal to its necessities and responsive to its call. Dr. Sieper, of Munich, said, in genuine admiration to a representative of the English press: "Some of your best men are giving their best time and energy to the public service without financial reward of any kind whatever." We cannot but recall in this connection the splendid powers consecrated to his country's weal of such a man as William Ewart Gladstone. How magnificent his service inspired by stainless integrity and unswerving righteousness, how lofty his conception of his great calling, and how splendid the patriotism which throbs in his sublime utterance—"Words fail me. I cannot tell you what I think of the nobleness of the inheritance that has descended upon us, of the sacredness of the duty of maintaining it. It is a part of my being, of my flesh and blood, of my heart and soul—for those things I have laboured from my youth, through my manhood, until my hairs are grey."

Even so doth Heaven protect the land we love so well.

Land of our birth, our faith, our pride,
For whose dear sake our fathers died:
O Motherland, we pledge to thee,

Head, heart, and hand through the years to be.

SOCIAL CHRISTIANITY

Have not those who see and feel the importance of first seeking the regeneration of individuals, too often insufficiently studied the application of Christianity to social evils? When the result of Christian teaching long addressed to a people has raised the tone of conscience, when a large number of persons embodying true Christianity in their own lives are diffused among all ranks, a foundation is laid for social advancement; but it does not follow that, by spontaneous development, the principles implanted in the minds of the people make to themselves the most fitting and Christian embodiment. Fearful social evils may co-exist with a state of society wherein many are holy and all have a large amount of Christian light. The most disgusting slave-system, base usages fostering intemperance, alienation of class from class in feeling and interest, systematic frauds in commerce, neglect of workmen by masters, neglect of children by their own parents, whole classes living by sin, usages checking marriage and encouraging licentiousness, human dwellings which make the idea of home odious and the existence of modesty impossible, are but specimens of the evils which may be left age after age, cursing a people among whom Christianity is the recognised standard of society. To be indifferent to these things is as unfaithful to Christian morals on the one hand as hoping to remedy them without spreading practical holiness among individuals is astray from truth on the other.

Rev. WILLIAM ARTHUR, M.A.

The Home Bank OF CANADA

ORIGINAL CHARTER 1854

HEAD OFFICE

TORONTO, ONT.

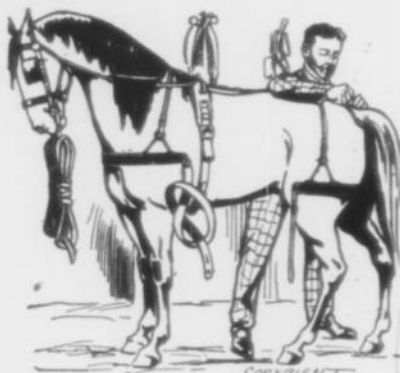
**Special Attention Given to Accounts of Farmers.
Interest Paid Half-yearly on Savings Bank Accounts**

WINNIPEG BRANCH

W. A. MACHAFFIE, Manager

THIS IS WHAT YOU GET BETTER—QUALITY, STYLES, PRICES

In all Harness and Saddlery Goods you buy bearing the Horse Shoe Brand than any other goods of the same line that are manufactured. They are backed by years of experience in this Western country. They have been Standard ever since they were first made, and they will continue to be Standard as long as they are made. Every strap is chosen for a particular use and it comes from the hide which is most suitable for that use. They are made by



THE GREAT WEST SADDLERY CO.

WINNIPEG, CALGARY AND EDMONTON

and sold by all leading dealers throughout the Prairie Provinces. Insist on getting **THE HORSE SHOE BRAND**.

Branches of the Home Bank Opened at Sintaluta and Crystal City

During the past month several branch banks have opened for business in the Canadian west. Among them are two of the Home Bank, one at Sintaluta and one at Crystal City. At both points a large number of the shares in the bank have been sold to farmers and business men, consequently a feeling of friendliness and mutual helpfulness exists from the commencement of their business relations. We are informed that a large number of farmers, realizing the safety and value of the investment, have availed themselves of it. Several districts in Manitoba and Saskatchewan, have expressed a willingness to subscribe for a good block of shares in order to secure a branch. It is worthy of note too, that the directors of the Grain Growers' Grain Co., at a recent meeting largely increased their holdings. The Home Bank is rapidly winning its way in the confidence of the Western farmer who appreciates the benefits it brings, and shows his appreciation by subscribing liberally for its stock.

QUOTATIONS IN STORE AT FT. WILLIAM FOR APRIL 1909

DATE	WHEAT										FLAX				BARLEY				CASH OATS				
	1°	2°	3°	4	5	6	Feed 1	Feed 2	Rej. 1	Rej. 2	Rej. Seed	1 n w	1 m a	Rej.	3	4	Rej.	Feed	1 w	2 w	3 w	2 m	Rej.
1	114½	111½	109½	104½	97½	89	79		110½	108½	107½	136	134		55	53	48		42	40½			
2	114½	111½	109½	104½	98	89	79		110½	108½	107½	136½	134½		56	54	49		42½	41½			
3	116	113	111	106	99½	90½	79½		112	110½	109	137	135		56	54	50		42½	41½			
4	117½	114½	112½	107½	100½	91½	80		114½	112½	110½	137½	135½		56	54	50		42½	41½			
6	119	116	114	108½	102½	92½	80		114½	108½	111	137½	135½		56	54	50		42½	41			
7	120½	117½	115½	110½	102½	93½	80		115½	113½	111½	137½	135½		56	54	50		42	41			
8	119	116	113½	109	100½	92½	79		114½	112½	111½	135½	133½		56	54	50		42½	41			
10	121½	118½	116½	111½	103½	93½	79		115½	113½	112	136½	134½		56	54	50		42½	41			
12	122½	119½	117½	112	103½	93½	79		116	114	112½	136	134		56	54½	50		42½	41			
13	123½	121½	118½	113½	105	95	81		117	115	113½	136	134		56	54½	50		42½	41½			
14	124½	121½	119½	114	105½	95	81		117½	115½	114	136	134		56½	54½	50		43	41½			
15	121	118½	115½	110½	102	93	79		114½	112½	111	135½	133½		56½	54½	50		43	41½			
16	123½	120½	118½	114	104	95	80		111½	109½	108	137	135		57	55	50		43½	41½			
17	125½	122½	119½	114½	105½	97	81		117	115	115½	137½	135½		57	55	49½		43½	41½			
19	122½	120	117½	112	103	95	79		116	114	112½	138	136		57	55	50		43½	42½			
20	120½	117½	115½	109½	101	93	77		114	112	110½	137	135		57	55	50		43½	42			
21	121½	119½	117	111½	102½	94½	78		115	113	111½	135½	133½		57½	55½	50		43½	43½			
22	118	115½	113½	108	98½	90½	76		117	115	113½	134	132		57	55	50		43½	42			
23	119½	117	114½	109½	100	91½	78		110	108	106½	134	132		57	55	50		43½	42			
24	117	114½	112½	107½	97½	89½	78		115	113	111½	134½	132½		57	55	50		43½	42			
26	116½	114	111½	106½	96½	88½	78		112	110	108½	134½	132½		57	55	50		43½	42			
27	118½	115½	112½	108½	98½	90	80		113	111	109½	134½	132½		57	54½	50		42½	41½			
28	119½	116½	114½	109½	100	91	81		112	110	108½	137½	135½		57½	55½	50		43½	42½			
29	120½	118	115½	110½	101½	92	83		117	115	113½	138	136		57½	55½	50		43½	42½			
30	119	116½	114½	108½	99½	90½	83		114	112	110½	137	135		57½	55½	50		44	42½			

THE TREATMENT OF COMMON AILMENTS

By Octavia Zollicoffer Bond.

A few harmless remedies for common ailments and directions for healing slight wounds, here given, will be found most useful to housewives, particularly to those who live in the country beyond the reach of a physician.

A COLD SHOULD BE ATTENDED TO in its earliest stages. Half a teaspoonful of Epsom salts should be taken in a little water before breakfast, followed by small doses of quinine every few hours. This, with the persistent use of an inhaler, filled with menthol crystals, will check nearly any case of cold in its incipient stage. If the cold should have made much progress before receiving treatment the severity of the attack may still be mitigated by doses of quinine before each meal, and three drops of oil of sassafras in a little water taken internally, after eating, three times daily. Ten drops of camphor on a half teaspoonful of sugar, swallowed several times a day when the cough is troublesome, will be found soothing, and a small piece of borax held in the mouth until it dissolves will stop the tickling sensation in the throat.

A REMEDY FOR SORE THROAT is to be had in a slice of fat bacon sprinkled plentifully with cayenne pepper which should be bound about the throat on going to bed. For ulceration, or granulated spots, at the top of the throat, with swelling of the pharynx (the soft membrane behind the roof of the mouth), take a soft mop of raw cotton tied securely to a slender rod, dip it into a little iodide of glycerine, and with it touch the affected parts every few hours until relieved.

THE ERUPTION CAUSED BY HEAT will disappear rapidly under the following treatment: Bathe the erupted surface with warm water and pure Castile soap, then anoint freely with oil of sassafras, using a feather or a soft brush for the purpose. Finish by dusting with common starch from a starch bag.

WOUNDS FROM RUSTING NAILS or other metal points should be kept open on the surface until healed internally, and treated with frequent applications of turpentine on cotton. To hasten the healing process and prevent lockjaw the wound should be held over a dense smoke made by burning woollen rags.

All wounds in which the flesh has been bruised should be bound at once in a plaster made of camphor and sugar (brown sugar is best), using fifteen drops of camphor to one teaspoonful of sugar.

FOR THE POISON FROM OAK VINE use tincture of lobelia, which may be had of any druggist. Dip a camel's-hair brush in the lobelia and paint the inflamed

surface with it as often as the eruption gives uneasiness. In a short time all inflammation will disappear.

A QUICK CURE FOR BEE STINGS may be found in the common weed known as vervain. First pull the sting from the flesh, then bruise the fresh leaves from the vervain and rub the wound well with them, after which bind it to a plaster of the crushed leaves, well moistened. This will prevent swelling and ease the pain. Vervain may be used in its dried state by steeping the leaves in hot water. It is gathered in September by negro nurses in the South and hung up to dry for winter use.

SPRAINS MAY BE CURED by using mullein leaves wrung out in strong, pure apple vinegar. Bind the leaves to the sprained parts and replace them as often as they become dry with others until relief is obtained. This treatment is more successful and more agreeable to the patient than the usual way of encasing the sprained member in plaster of Paris.

BONE FELONS, "RUN-AROUND" and other risings may be prevented from coming to a head by bathing them freely in oil of sassafras and then binding around them camphor and sugar in the following proportions: Fifteen drops of camphor to one teaspoonful of sugar. Treat twice daily until the swelling and inflammation disappear.

THE PAIN CAUSED BY AN ABSCESS may be eased by a poultice of sassafras leaves. Such a poultice will also reduce internal inflammation, as of the stomach, bowels or liver, with marvellous rapidity.

MEDICINES FOR FAMILY USE should be kept in a locked cabinet hanging out of reach of children. Such a cabinet should be supplied with spirits of camphur, spirits of turpentine and linseed oil in pint bottles; sassafras oil and sweet oil in bottles holding at least four ounces; quinine in a tin box with screw top (the safest form in which to buy and keep quinine); five or ten cents worth of Epsom salts in a low glass or china jar with wide mouth (pint fruit cans will do for the purpose); a few sticks of lunar caustic, wrapped in paper and kept from the light, also in glass; and a small, wide-mouthed bottle of menthol crystals.

THE SYMPTOMS OF SUNSTROKE are easily recognized. The patient breathes heavily, is flushed, and his temperature rises until he appears to be in a burning fever. He may be either conscious or unconscious. In either case the clothing should be stripped off, so that cold water or ice may be applied to the whole surface of the body. If ice can be obtained apply it to the head, binding it on with a handkerchief; dash cold water on the chest or body, and rub the whole body with ice or cold water. When consciousness has been restored, the patient has cooled off, let him rest in a cool, quiet place.

IN HEAT EXHAUSTION, while the patient may be warm he may, on the contrary, feel cold; the breathing is faint, and there will be every indication of weakness. Give stimulants in small doses, but frequently; loosen the clothing, and rub briskly.

RESTORATION TO CONSCIOUSNESS from that state of collapse which is caused by inhaling smoke or poisonous gasses. Under such circumstances the patient should be given air at once, and the act of breathing stimulated by bearing the chest and pouring on it first ice-cold water, then water a little hotter than the hand will bear, then the cold again, and so on. Afterwards give a stimulant and rub the limbs and body briskly.

Alex. Naismith, Pres. Wm. Paterson, Vice-Pres.
C. D. Kerr, Treasurer

The
Wawanesa Mutual Insurance Co.

HEAD OFFICE: WAWANESA, MAN.

A. F. Kempton, Secretary-Manager

Amount of Insurance in force Dec. 31st, 1908, \$22,320,275.00
Assets over Liabilities 332,281.67

The number of Farmers Insured Dec. 31st, 1908, over 17,454.

Over 17,454 farmers insured. The largest agricultural Fire Insurance Company west of Lake Superior. Agents wanted in unrepresented districts.

MAKING A RECORD

At the session of the Legislature which came to a farcical close this week, in new grants and renewals something like 3,900,000 acres in public lands were handed over to the Canadian Northern, Algoma Central and other railways as subsidies. These grants carry with them not only the soil, but the timber as well, save white pine. All the pulp wood on the areas covered thus goes with the donations. Cash subsidies to the amount of \$325,000 were also voted.

It is impossible in the absence of a definite survey to give even an approximate idea of the value of the several land grants. So far as the land itself is concerned we are doubtless justified in saying that much of it is well nigh worthless from an agricultural standpoint. We have, however, all been very much misled by official reports if a great deal of wealth is not hidden in the soil of the clay belt from which the grant to the Canadian Northern is to be chosen. Hon. Mr. McKay, who served for a time as Minister of Crown Lands, has even gone so far as to say that the donation to the Canadian Northern alone may turn out to be worth \$26,000,000. That is at the rate of only \$5 per acre for the land, and \$8 for the timber. Even if we allow this estimate to go as the sum total of all the money and land grants, it is enough to make one gasp. It represents more than double the output of all the mines of Cobalt for the four years ending with 1907, it is equal to more than three times the sum the Ontario Government will spend this year on all the public services of the province. On the last business day of the session there was voted away, on this basis of calculation, the equivalent of one-sixth of all the field crops of Ontario in a good year.

That "last awful week" of the last session of the old Legislature was a mere kindergarten demonstration in comparison with what took place in the last week of the first session of the new House.

There is, happily, one redeeming feature in the situation. This is found in the manner in which new men, and comparatively new men, in touch with the real people, have forced the popular view of this iniquitous subsidy folly into the foreground. P. H. Boyer, the Conservative representative for East Kent, once more made good the pledge, given in his first campaign, that his vote would never be given for any railway or other subsidy. Not only this, but Mr. Bowyer's preaching and practice have created such a sentiment all over Kent that the new representative of the west riding, also a Conservative, voted against the Government and with the Opposition in this matter.

Nor was the gratifying display of the growing force of sound public sentiment confined to these two members on the Government side of the House. It extended to the other side as well. It will be remembered that before the House met, the leader of the Opposition allowed himself to be placed in a false position by approving a demand for public assistance for a railway intended to benefit his own town. It may also be remembered that, when the Government proposals in regard to the Canadian Northern were first outlined, Mr. Proudfoot, a leading opposition member, spoke favorably of them. But when the test came, the Opposition presented a solid front against the entire subsidy policy of the Government. It is apparent to anyone who has even a general knowledge of the political situation where a good deal of the influence came from which led to a solid Opposition vote being recorded against the subsidy proposals. West Wellington returned in the last election a man who possessed the knowledge, the courage, and the convictions necessary to turn wavering and indifferent Opposition members in the right direction. The case affords another illustration of how much may be accomplished by one strong man.

The Government's action in showering public land and public treasure on railway corporations is, in a sense, all the more to be regretted because otherwise the record made while the House was sitting was generally so creditable. Less time than usual was wasted in useless discussion, and a great deal of useful legislation was passed. But the voting of enormous areas in land and large sums of money to a lot of railway promoters, some of whom are already rolling in wealth as a result of similar looting of the public in the past, not only overshadows all the good accomplished, but leaves an indelible mark on the men in control of this session of sin.—Gainsboro Post.

Little do ye know your own blessedness; for to travel hopefully is a better thing than to arrive, and the true success is to labor.—Robert Louis Stevenson.

THE FRIENDSHIPS OF LIFE

Men have discovered, when it is all too late, the serious mistake of destroying so ruthlessly and unsparingly the virgin forests, which once covered so much of our land. They saw that where every oak or beech grew, yielding no tangible profits, hundreds of stalks of corn or hills of potatoes, might grow, which would bring quick returns in the market. So the woodman's axe felled the trees to the ground. But now, when men would fain find a wide-spreading tree, under whose branches man or beast may have shelter from the parching sun, it is often not to be found. Likewise when we seek shelter under the loving friendships which we once recklessly slaughtered by slights or wounds, we find it not. We have cut down the tree which would have yielded grateful shelter in old age or in days of adversity. Among the most precious of life's assets, let us write down its friendships. Let us cultivate them carefully, let us preserve them tenderly.

WITTY WISDOM

I can't hand out any ready-made success to you. It would do you no good, and it would do the house harm. There is plenty of room at the top here, but there is no elevator in the building. Starting, as you do, with a good education, you should be able to climb quicker than the fellow who hasn't got it; but there's going to be a time when you begin at the factory when you won't be able to lick stamps so fast as the other boys at the desk. Yet the man who hasn't licked stamps isn't fit to write letters. Naturally that is the time when whether the pie comes before the ice cream, or how to run an automobile, isn't going to be any real use to you.

The boy who does anything just because the other fellows do it is apt to scratch a poor man's back all his life.

THE ENGAGEMENT RING

From time immemorial the betrothal has been solemnized by the gift of a ring from the groom to the bride.

We have the most varied and comprehensive selection of Diamond Engagement rings ever assembled in Canada by an individual company.

Similarly we have the choicest assortment of wedding rings.

They are fully described in our "Engagement" and "Wedding Ring" booklets. If you have not yet received a copy of either we will be glad to send them to you.

Henry Birks & Sons Limited

JEWELERS

350-352 MAIN STREET

WINNIPEG

COUPON

HENRY BIRKS & SONS

Please send me your booklets of "Engagement" and "Wedding" rings as advertised in G.G.G.

NAME

ADDRESS

ALBERTA OFFICIAL ORGAN OF UNITED FARMERS OF ALBERTA

SECTION

EDWARD J. FREAM, Editor

MR. RICE SHEPPARD AND STRATHCONA

To the Officers and Members of The United Farmers' Association:

Gentlemen,—The Plaindealer, of Strathcona, and Homesteader, of Edmonton, have made it their business to make a great fuss over the very bold step taken by me in coming out at the request of many friends as a candidate in the Strathcona constituency, and seeing that I have been very much misrepresented as to statements made by me at a meeting in Strathcona, I feel it my duty to give to our officers and members the true facts of the case. First, though, let me say to you all that I make no apology to the association for being in the field as a candidate, and let me say that I do not think that six members of our association would wish me to do so. The fact that a man is an active member of the U.F.A. should not affect his freedom in political matters outside of the association; and I must be clear and straight with all members on this point and say that so long as I am a member or officer of the association, I shall expect to be perfectly free in this respect to use my franchise as I think proper, and shall always hope to see all officers and members just as free as I expect to be myself. At our last annual convention in Edmonton, I was approached by an officer of the Strathcona union in this way: "Mr. Sheppard, as we are thinking of doing something here to-day, we want you to promise that you won't take any prominent part in politics if that something happens." Now, although I did not know for certain what that something was, I had reason to think that I might be nominated for the presidency of the U.F.A. if I gave the promise, still my answer to it was this: "Sir, I have never asked any member of the association yet for a vote, I have never sought for a prominent position in the association never wished for more than an opportunity to work in the association, and I shall always expect to be free to use my own judgment as to what I will do in political matters outside the association, and so you now know the stand I take; you can act as you think best, but you cannot tie my hands or my tongue or stop my pen just because I am a member or officer of the U.F.A. On matters that are public outside of the U.F.A. I must be free."

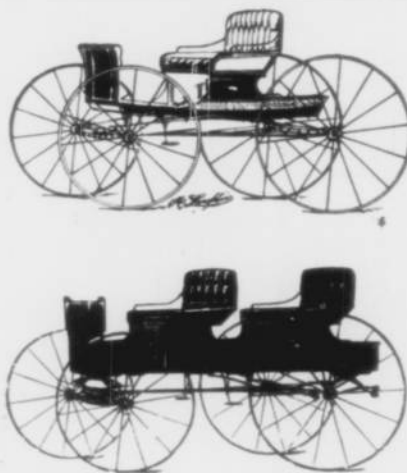
Now, gentlemen, I know that taking that stand cost me a few votes at the convention, but in spite of it I was voted to the vice-presidency, a position, gentlemen, that I very much appreciate the honor of filling, and I trust that at the end of my year's work you will have reason to believe that I have tried my best to fill that position honorably, and that I shall prove to be no discredit to our great institution, the U.F.A. Gentlemen, I have stated the foregoing matter that you all may know under what conditions I was voted to the vice-presidency.

Now as to the political campaign. I should perhaps first explain how the thing came about, as I was charged by some with offering myself as an association candidate, that I had got the big head, was too big for my boots, a ten cent piece running against a dollar, that since I had been made vice-president of the U.F.A. I had lost my head, etc., etc. Now of course the latter part we put where the man did that the donkey kicked, to their confounded ignorance; but the former charge of coming out as an association candidate, is utterly false and untrue, and I am satisfied that you all are also satisfied on that point.

The real facts are, that I was first approached on the matter by a gentleman who is an Independent in politics, whom I had never spoken to before in my life and did not know when he drove into my yard. He stated that

he had come to see me at the request of many gentlemen in Strathcona of all shades of politics, to ask me to run as a candidate in the Strathcona constituency. I strongly protested at that time and gave no decided answer. Late on the following Sunday night, the 28th February, I was again interviewed on the matter by two other gentlemen whom I had never before spoken to, who were requested to press me on the matter. A list of names were presented by the first gentleman of those who would support me if I would come out. Still I protested against running or letting my name be mentioned as a probable candidate. I was then pressed in this way: Mr. Sheppard, you have been working hard for your association for the last four years; that association has brought many important matters to the attention of the Legislature; they have not been attended to. You can work on for another five years and but little will be accomplished unless the farmers send men like yourself to the Legislature who will fight for the rights of the farmers. It is your duty to run, and if returned you can do more in one session of the Legislature for the farmers than you could by five years' hard work in the association."

The matter was reasoned out in this way for over two hours; in fact it was about one o'clock Monday morning when I consented to allow my name to



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Vehicles
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We make a specialty of supplying democrats and buggies to farmers in Northern Alberta. No matter where you live it will pay you to get our prices before you buy. Send for our catalogue. It will tell you how to save money. Our stock always includes a large assortment of McLAUGHLIN and WM. GRAY & SON vehicles. Get our prices on Woven Wire Fencing and Plymouth Binder Twine.

SPECIAL QUOTATIONS ON LARGE ORDERS

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Edmonton

be mentioned as a probable candidate; that I would run if at the convention held the next week I was the unanimous choice and provided certain charges made against the Government were correct.

That very day, March 1st, I started out on my organization trip and had 18 meetings of the U.F.A. to speak at, taking me until the 20th of March to fill my appointments. On the 4th of March I was about 100 miles away from home, at Viking, doing my U.F.A. work, when a special messenger was sent after me and I was requested to return to Strathcona to attend a meeting for the nomination of a candidate. Now, as the election had already interfered very much with my U.F.A. meetings, I thought it wise to call off the rest of the meetings until after the election, and this our Secretary, Mr. E. J. Fream, approved of, and it was no doubt a wise thing to do.

The meeting held in Strathcona for the nominating of a candidate consisted of 37 persons, including farmers and city gentlemen, and I had the honor to be the unanimous choice of that convention. Right here commenced the misrepresentation by the Plaindealer. The report stated that the meeting consisted of about nine persons, the farmers present being the most radical members of the U.F.A., which was utterly false. I had just one week previous to this asked the Plaindealer editor to state that the U.F.A. had nothing whatever to do with bringing me out, yet the Plaindealer nearly two weeks later, in an article stated that my actions would subject the organization to a strain approaching the breaking point, and likely destroy the most important work of the old A.F.A.

This statement was made by the Plaindealer in spite of the fact that in the same issue appeared my letter to the electors stating that the U.F.A. had nothing to do with my candidature. Then at my meeting later at Strathcona I made some reference to what the Plaindealer had said in regard to my actions destroying the association, and I said if it should smash up the U.F.A. I would set to work and build up another as strong or stronger in a year at my own expense, even if I had to sell a few blocks of land to do so. My meaning by this was that I was prepared to make some sacrifice to remedy the evil if any was done. Here again the Plaindealer misrepresented me by saying that I said at my meeting that it might smash up the association. At that meeting many of our members were present, and I have nothing to take back. Whatever I said I said in public. I did not set about a lot of lies, such as were used against me by interested parties who wished to turn me down, such as this: "Remember that Sheppard went to the Old Country and persuaded a lot of green Englishmen to come out, then rushed home, sub-divided his farm and took them in selling lots to them." This was a rank lie, for every lot of my land was sold before I went to the Old Country, and not one lot was sold to a man that I saw in the old country, for it was already sold. All I wish to say more is that whatever I did in my campaign I did hoping that it would benefit the farmers and others in this province. I told my own views on public matters, not the association's. I wish to assure the members of our organization that I am still working for the interest of the association; that though defeated I am not discouraged or sadly disappointed, for it could not be expected that in the short time given that the farmers could be informed of the true condition of things. The farmers who supported me have my thanks, the rest no

doubt did what they thought best. I am out a couple of hundred dollars and a little time, but I pay that cheerfully because it was spent in the interest of fair play and will help our cause in the future. The fact still remains that if our business is ever attended to we shall have to do it ourselves, and I trust that our farmers will wake up and do their own thinking; I am thankful to find many are. I trust that this explanation will set at rest any who have thought I pushed myself into that campaign as an association candidate. I hope to get back to my organization work in a short time and expect to be well received by the farmers.

Yours truly,
RICE SHEPPARD.

TO ASSIST THE DAIRY BREEDS

Mr. W. F. Stevens, Live Stock Commissioner for Alberta, has issued the following circular letter:—

"I have been instructed by the Minister to advise you that it has been decided to offer assistance to farmers and dairymen in bringing into the province a number of purebred dairy animals.

"This assistance will be given to any person desiring to bring into Alberta from Saskatchewan, Manitoba, Ontario or Quebec a purebred male or female animal of Jersey, Guernsey, Holstein or Ayrshire breeding.

"The conditions on which this assistance will be given are as follows:—

"1st. The person selects his own animal and arranges his own terms of payment.

"2nd. He notifies the Department of Agriculture, Edmonton, of the purchase; he states the number of animals bought; the name and registry number of each animal, and the name, the post office and the nearest railway station of the person from whom the purchase was made; also his own post office and nearest railway station.

"3rd. As soon as a sufficient number of animals shall have been reported to fill a car, a competent person will be appointed to collect and deliver them to the nearest railway station of the purchaser.

"4th. In consideration of the foregoing a uniform charge of \$5.00 per head will be made for each animal delivered.

"5th. No animals will be accepted for shipment unless accompanied by a certificate of registration in the National Live Stock Records of Canada.

"Creamery Associations and Agricultural Societies are especially urged to co-operate with the farmers in this matter."

STRETTON.

A new union has been formed under the name of Stretton. This was organized by the Kitscoty Union, and has every promise of success. The Secretary is W. Harper, of Islay P.O.

LARGEST GREENHOUSES IN WESTERN CANADA



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Send to us for

Cut Flowers

Ferns Palms
Flowering Plants
Wedding Bouquets
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Our prices are the lowest in the west, because we grow all our own stock. Price list sent on application. Orders by mail, telegraph or telephone receive prompt and careful attention.

FARMERS CROSSING OVER RAILWAYS

One of the complaints before the Railway Commission at the Edmonton sittings was that the A.T.P. were putting in farmers' crossings only ten feet in width. Judge Mabey ordered crossings of sixteen feet width, which he said was the maximum provided by the Act.

An eight-foot binder drawn by four horses cannot be driven through a gap of less than eighteen feet, so the Act does not allow for a wide enough crossing. The East Clover Bar Union has taken the matter up and the Secretary has written to the local members at Ottawa asking them to take steps to at once have the Act amended in this respect.

On account of the vast amount of railway construction which will be done in Alberta during the next few years it is imperative that action shall be taken on this subject at once, and it will be as well for all Unions interested in the matter to memorialize their members at Ottawa, so that the amendment will be made this year.

AMONG THE UNIONS

KITSCOTY.

Kitscoty Union was organized in April, 1907, and now has an active strength of about 30. The executive officers are: J. Heathcote, Pres.; L. Whittaker, Vice-Pres.; Harry Murray, Sec.-Treas.

Since the amalgamation the Kitscoty union has been hard at work and the officers have formed the Stretton Union, nine miles north of Kitscoty.

The Kitscoty Union has also furnished information which has enabled the Association to successfully present the "Grain Doors Case" to the Railway Commission.

At the present time a matter of great interest to all farmers has been referred to the Provincial Association for adjustment. It is in reference to excessive charges for bulkhead shipments, and deals with a car shipped from Kitscoty to Port Arthur. The charges for bulkhead alone were \$6.62, which seems rather excessive.

HARTLAND.

The Hartland Union reports that it was formed on March 9th, 1908, and the officers are R. F. Kirk, Pres.; and A. Utz, Sec.-Treas. The officers are starting an active propaganda to get in new members.

MELVILLE.

A very enthusiastic meeting was held in the Melville school house for the purpose of forming a Union. Fifteen members signed the roll and the officers elected are: Pres., Jas. Miner; Vice-Pres., J. C. McCarty; Sec.-Treas., Geo. W. Sawyer.

The Sec. in reporting the organization of the union, states that there is every prospect of a strong union at Melville, and requests that sample copies of the Guide should be sent to him at once.

HOLDEN.

A strong Union has been formed at Holden by the farmers of that district, with the following officers: Pres., Ed. Christiansen; Vice-Pres., James M. Andrews; Treas., Thomas Christiansen; Sec., Basil Whyte; Executive Committee, Thos Appleby, Gus Logan, Fred. Eder, Anton Christofferson, Peter Martin, J. Ritland.

At the first meeting 20 farmers expressed themselves as desirous of joining the Union, and it is expected that in a very short time the membership will be still further augmented.

GOVERNMENT HAIL INSURANCE

Edmonton, Alta., March, 1908.

The Editor:

Sir,—It is a great disappointment to myself and many other farmers that we are practically prevented from insuring our crops against hail.

It is some seven or eight years ago since the government hail insurance was first introduced, and from that date to this I (as well as many more farmers I could name) have not failed to take advantage of it. Last year I paid over \$37 in premiums, and during the whole period am pleased to say I have not had to ask any compensation from the government, although I have paid to them some \$200 in premiums. Now anyone will gather from the above that my risk is not very great, but now because there is a deficiency of a few thousand dollars I am asked to pay 20c. per acre cash or else go uninsured. Now, Mr. Editor, you are aware this risk has only to cover some three months in the year. It is therefore equal to a premium at the rate of 80c. per year on a total insurance of \$4.00, or 20 per cent., or in any case about 1/4c. per bushel of your crop. Fancy business men in Edmonton paying \$2,000 premium on every \$10,000 insured against fire. And yet my risk is not so great as theirs.

What would you or any other business man recommend us to do? Now the question is, what is the cause of this deficiency. The whole country is liable to hail, but there are certain areas that are affected more than others. Year after year some districts are damaged more or less and other areas are seldom troubled, and under existing conditions the affected areas are more insured than those not so much affected. The consequence is the losses are greater than the premiums. There are two reasons why this is the case: first because the premiums were already too light, and secondly ninety-nine out of every hundred farmers are not in the position to find a cash payment in June or July to cover even a small premium. The one is just as much the cause of the unfortunate results as the other. Now if in every school district a printed form was sent out by the secretary with his tax notices, which form contained a declaration

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EDMONTON, ALTA.

which when signed by a ratepayer and his signature witnessed, that he would insure his crop on such and such land against hail for the year would be binding. The Secretary in June or July going to each individual farmer for area particulars and then giving him or sending him a demand for the amount of premium, which would be collected with and as the ordinary school taxes, and in addition, let the rates be lowered to 7½c. to 10c. per acre for \$4.00 insurance, and in proportion for higher amounts. I venture to predict that instead of a deficiency there would be a handsome profit on returns.

To bear out my contention I have spoken to many farmers on the subject and most of those who have not insured have given the reason either that they would not pay so high a premium or else that, not having available cash at the time they would rather take the risk than borrow for it.

In conclusion, Mr. Editor, just consider what to be haled out means, say to a man just starting with his 60 or 80 acres; perhaps dependent on the result of the crop to pay for his seed. It is not his grain crop only that suffers—his hay, his pasture and also his vegetables by a bad hail storm are practically ruined.

There are very few farmers indeed, even if they are virtually immured from hail, but would pay a small premium if only to help their unfortunate fellow farmer; but few would feel justified in paying a prohibitory high premium, because the conditions have been such as to result in a few taking all the burden instead of the many.

Thanking you for space. FRANCIS C. CLARE.

STRATHCONA UNION

The Editor Guide:

The regular meeting of union No. 1, Strathcona U.F. A., was held in the Balaam Block on Saturday, April 24th, most districts being represented. The president called the meeting to order at 3 p.m. The order of business was that of the new constitution. After a few opening words from the president the secretary read the minutes of the previous meeting and the same were adopted on motion of Messrs. Ball and Scamon. The roll of one hundred and four members was then called, after which the members present settled down to business. The secretary presented tenders for the supply of binder twine and formalin from local and other dealers. It was decided on motion of Messrs. Smeltzer and Weir to accept the tender of J. J. McKenzie for twine at 9½ cents per lb., cash, for 15,000 lbs. at store in Strathcona, and the secretary was instructed to inform members of the purchase. The tender of J. W. Morris, Strathcona, for formalin, was accepted at 25c. per lb. to individual farmers members of the U.F.A. The twine is of very fine quality Plymouth Brand, 550 feet to the pound, and all farmers of the district wishing to take advantage of association prices on twine and formalin can do so by sending in to the secretary their name and \$1.00 membership fee.

The report of the twine committee was satisfactory. President Herbert stated that he had interviewed the Premier on the matter of agricultural statutes but had not received any up to the present. The secretary stated

HOW I.H.C. CREAM HARVESTERS HELP MAKE BETTER CALVES

THERE are indirect as well as direct benefits in using I. H. C. Cream Harvesters.

Everybody knows that the Cream Harvester will save labor, save time and get more butter fat out of the milk than you can get by hand skimming. These are direct benefits. They are the most persuasive reasons why every dairyman should have a cream separator.

But an indirect benefit, hardly less important, is the better calves you can raise.

When you skim by hand the calves get the cold, tasteless, sour skim milk that has but little life in it.

If you haul cold milk to the creamery and take back your portion of the skim milk to feed your calves, it is even worse. In addition to its being stale and lifeless you take grave chances of introducing tuberculosis into your herd.

If you have an I. H. C. Cream Harvester, you separate the milk while it is warm and fresh. The calves, and pigs and chickens get the skim milk before it is stale, cold and sour. A little oil meal added to this appetizing skim milk makes it an ideal food, practically as good as the whole milk.

I. H. C. Cream Harvesters are very close skimmers. The saving in cream alone by using one of these machines goes far each season toward paying for the cost of the machine if you keep a number of cows.

There are two styles of I. H. C. Cream Harvesters, the Dairymaid and the Bluebell.

Dairymaid Cream Harvester

This machine is chain driven, and it is made in four sizes—350, 450, 650 and 850 pounds capacity per hour.

Get either of these separators and you will get more butter fat out of your milk than you are now getting. You will get more nutritious and appetizing feed for your calves. You will save labor, save time. Investigate fully by calling on the International local agent and examine the I. H. C. Cream Harvester he handles, or, if you prefer, write to nearest branch house for full information.

CANADIAN BRANCHES: Brandon, Calgary, Edmonton, Hamilton, London, Montreal, Ottawa, Regina, Saskatoon, St. John, Winnipeg.

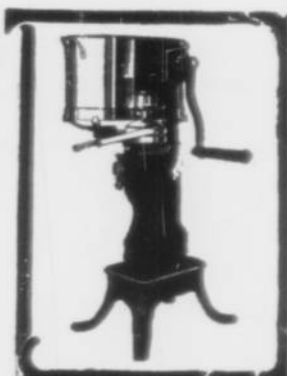
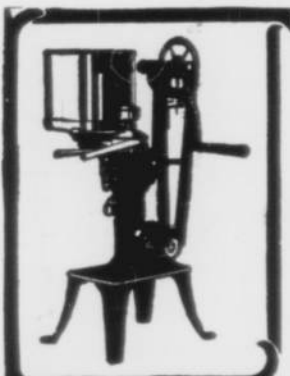
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Bluebell Cream Harvester

The Bluebell is a gear drive machine. It is exceptionally well constructed. The gears are accurately cut to the thousandth part of an inch. They are thoroughly protected from dust and milk, and they are provided with A1 oiling facilities. That is why Bluebell owners have less trouble than any other separator owners. The machine is simple. It is long-lived, and it is very easy running. The Bluebell bowl skims down to the thousandth part. Its interior separating device is patented, and it is the most efficient device of this kind manufactured. The supply can and crank shaft are at the proper height to make the operation easy.



that he had written the Department of Agriculture on the matter but had as yet no reply.

The secretary presented to the meeting samples of pamphlets received from the Manitoba association, dealing with the line and terminal elevator proposition. They were considered by the meeting to be just the thing needed to educate our farmers on the subject, and on motion of Messrs. Ball and McDonald it was decided to ask the Central Association to if possible put a copy of each into every member's hands. Many other important matters were brought before the meeting that had to be laid over until next meeting, May 29th, when it is hoped a full meeting will deal with them. The secretary stated that he had received from exporters of grain a request for grain in large quantity of all kinds at good prices. All farmers having grain for sale and requested to send in kind and quantity to the secretary. It is hoped that all members who have not yet sent in their subscription for the official organ, the Grain Growers' Guide, will do so at once. It is the duty of every member to support the farmers' paper. At our next meeting, May 9th, the pork packing plant, the elevator, hail insurance and many other important matters will be up for discussion. Every member try and be present.

RICE SHEPPARD,
Sec-Treas. Union No. 1.

Box 47, Strathcona.

GRAIN DELEGATION TO OTTAWA

The delegation consisting of Messrs. P. Strong, Alberta Pacific Elevator Co., Calgary; Geo. Harcourt, Deputy Minister of Agriculture, Edmonton; and E. J. Fream, secretary U.F.A., which went to Ottawa in regard to amendments to the Manitoba Grain Act that would affect Alberta, and also in regard to the improvement in facilities for shipping West, was accompanied by Mr. Geo. Langley, M.L.A., President of the Western Grain Growers' Association, and Mr. McKenzie, the secretary of that association, these latter carrying a petition in regard to changes in the method of handling grain from 32,000 farmers.

Hon. A. C. Rutherford, Hon. C. W. Cross, Hon. Frank Oliver, Hon. F. Templeman, Senators DeVeber, Watson and the following members of parliament were also present: Messrs. McIntyre, White, Clarke, Cowan, Neely, McNutt, Burrill, Lake, Ruttan, Schaffner, Haggart, Sharpe, Herron and Taylor.

As will be seen by the interest taken in these matters by the gentlemen mentioned above, they were most important to the welfare of the West, and it is certainly very encouraging to this part of the Dominion that changes will be made as required. The delegation was heard by Sir Richard Cartwright, and the following is a digest of what took place:

"The requests made by the delegation were three in number: (1) That proper grain shipping facilities should be provided at the port of Vancouver; (2) that there should be appointed a grain inspector for the provinces of Alberta and British Columbia, who has knowledge and experience in grading cereals produced in these provinces; (3) that the Manitoba Grain Act be so amended in its application that any farmer or number of farmers wishing to put their grain through the elevators by sale or otherwise, be enabled to get cars in the same proportion as though they loaded from loading platforms, and that the railways be obliged to keep a book for the purpose of recording their requests for cars. The members of the delegation made it clear that they did not desire to force upon the government the necessity of amending the Grain Inspection Act at this late date in the session.

The view was expressed that their demands could be met temporarily by orders in council. Sir Richard, replying, said he fully recognized the importance of the representations made and of doing everything possible to facilitate the opening of Oriental markets as well as those of Europe, which might be reached via Tehuantepec railway routes. He said that it was improbable at this late period that anything in the way of legislation could be accomplished at this session, but whatever could be effected by order in council would be done."

The importance of these changes will be more apparent as the years roll by, but they are certain to add rapidly to our progress and will influence our future in numerous ways.—Edmonton Bulletin.

DID YOU EVER FIGURE the saving you would make by buying an up-to-date

Cream Separator

Come in and let us show you how to make money with a

"Sharples"

SIMPLE
LIGHT-RUNNING
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Let us quote you prices on BUGGIES, DEMOCRATS, etc. Our stock is complete.

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ALBERTA

Opp. Market Square.

THE ALBERTA PROVINCIAL EXHIBITION

WILL BE HELD

IN CALGARY,

On July 5th to 10th, 1909.

LARGER AND BETTER THAN THE RECENT DOMINION FAIR.
\$60,000 DOLLARS TO BE EXPENDED.

Best Stock Show in the West.

Particular Attention Paid to Live Stock.

Best Art Exhibit ever seen West of Winnipeg.

ANOTHER WONDERFUL HISTORICAL PAGEANT.

Exceptionally Liberal Racing Programme.

SOME OF THE ATTRACTIONS:

The Famous Navassar Ladies' Band, of New York.

The Eight Mirza Golms—the most wonderful acrobatic novelty of the age.

Howard's Dogs and Ponies—the best trained animal performance on the continent.

The C. W. Parker Wild Animal Show—the best in the show line.

Cz-Dora, the American Girl Motor Cyclist, who loops the loops in a golden globe while travelling fifty miles an hour.

Rube Shields, the Comedian, who will keep you laughing.

Racing Entries Close, for Harness Races, June 26th, at 9 p.m.; for Running Races, at 11 a.m. the day previous to the race. For other departments Entries Close June 19th.

For further particulars, Detailed Programme, Prize List, etc., apply to

I. S. G. Van Wart,
President.

E. L. Richardson,
Secretary, Calgary.

AN OPPORTUNITY IN BARLEY

We wish to draw the attention of grain growers of Alberta and of the more western parts of Saskatchewan that the supply of barley last year was quite inadequate to supply the wants of the trade.

The new western route is now an accomplished fact, and export markets are opening their doors to us every day, only to find that the merchant and farmer have but a small offering in the way of export stuff. We understand the value of wheat and oat production, which have generally brought good prices, but our experience in the matter of growing barley has been different. The prices paid have been low, consequently the only barley grown has been to give rotation in crop and regenerate the soil, aside from our small local market and that raised for our own use.

Times have changed. Through exportation and a cheaper western outlet the growing of barley should be made one of the most profitable of crops. When we say that the markets of Mexico, South America, where barley is used entirely as a horse feed, and Europe, demanded 1,000,000 bushels during this last year more than we could supply, and that during the coming year they will need from 2½ to 5 millions of bushels more than we marketed in 1908, it will readily be seen what a grand opportunity we have to get in on the ground floor, so to speak, and supply these markets which need our produce to such a large extent. To supply this demand it will be wise to consider what these markets require, both as to quantity and quality. It will be necessary, to supply this trade, to raise four million bushels, at the very lowest consideration, of six-rowed good feed barley. With the large increase in wheat and oat yield which we are expecting to harvest this year, we can expect an increase in the barley yield, but whether or not the increase in barley will come to the requirement as stated above it is hard to foretell, unless we take hold and endeavor to meet this demand. At Red Deer there are mills which are steaming and crushing this barley for horse feed for export to Mexico and South America.

The following table shows the acreage and yield of barley for the last four years in Alberta:—

	Acre.	Bus.	Per acre.
1905...	64,830	1,773,914	27.36
1906 ...	73,588	2,157,957	29.32
1907 ...	54,698	1,082,460	19.78
1908 ...	73,086	1,442,065	19.73

Saskatchewan returns for last year show that there were 81,000 acres in barley, producing 1,952,000 bushels, with an average per acre of 24.10.

By these figures it can easily be seen that it is within reason to expect that we can produce the necessary quantity this coming season by using care and forethought in preparing the soil, so that we can obtain the best results from our labor, and by increasing the acreage to meet these requirements.

RIGHT ENDS

To contend for the right is one thing. To contend for one's own way in getting the right done is quite another. The man who sees the right end to be gained, and insists that none but right means shall be used, can still yield gracefully in all sorts of minor matters, and welcome every suggestion from others instead of antagonizing them. If he does this, he leaves only pleasant feeling instead of a quarrel. It behoves the Christian to be gentle and humble, whether leader or follower.

If you would be pungent be brief, for it is with words as with sunbeams—the more they are condensed, the deeper they burn.—Southey.

HOTEL KING EDWARD

N. K. LUXTON, Prop.

CANADIAN NATIONAL PARK

Rates \$2.00 Per Day

BANFF

ALBERTA

DON'T REPEAT THE SAME MISTAKE

There is one excuse for every mistake a man can make but only one. When a fellow makes the same mistake twice he's got to throw up both hands and own up to carelessness or cussedness.

Of course, I knew that you would make a fool of yourself pretty often when I sent you to college, and I haven't been disappointed. But I expected you to narrow down the number of combinations possible by making a different sort of fool of yourself every time. That is the important thing, unless a fellow has too lively an imagination, or has none at all.

STUBBORN RESISTANCE

Stones are charged with the worst species of hardness: "As stubborn as a stone." And yet the hardest stones submit to be smoothed and rounded under the soft friction of water. Ask the myriads of stones on the seashore what has become of all their angles, once so sharp, and of the roughness and uncouthness of their whole appearance. Their simple reply is, "Water wrought with us—nothing but water; and none of us resisted." If they yield to be fashioned by the water, and you do not to be fashioned by God, what wonder if the very stones cry against you?

PULSFORD.

~ OPEN DOOR ~
TO PROSPERITY

960 ACRES

in the
Saskatchewan
Valley

FOR SALE

at Big Bargain Price.
4 miles from two good
towns. Good soil. In
a good progressive
settlement. For map
showing location,
price and terms write

The WALCH LAND CO.
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SYNOPSIS OF THE CANADIAN NORTH-WEST HOMESTEAD REGULATIONS

Any even numbered section of Dominion Lands in Manitoba, Saskatchewan and Alberta, excepting 8 and 26, not reserved, may be homesteaded by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

Application for entry must be made in person by the applicant at a Dominion Lands Agency or Sub-Agency for the district in which the land is situate. Entry by proxy may, however, be made at any Agency on certain conditions by the father, mother, son, daughter, brother or sister of an intending homesteader.

DUTIES—(1) At least six months residence upon and cultivation of the land in each year for three years.

(2) A homesteader may, if he so desires, perform the required residence duties by living on farming land owned solely by him, not less than eighty (80) acres in extent, in the vicinity of his homestead. He may also do so by living with father or mother, on certain conditions. Joint ownership in land will meet this requirement.

(3) A homesteader intending to perform his residence duties in accordance with the above, while living with parents or on farming land owned by himself, must notify the Agent for the district of such intention.

W. W. CORY,

Deputy Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.

GRAIN SHIPMENTS FOR SEASON OF NAVIGATION 1908

FROM FT. WILLIAM AND PORT ARTHUR TO POINTS OF DESTINATION

WHEAT

PORTS.	Apr. 14, '08 to Aug. 31, '08	Sept. 1, '08 to Dec. 12, '08	Totals.
Owen Sound...	519,161	586,608	1,105,769
Midland ...	1,178,354	563,374	1,741,728
Tiffin ...	980,469	6,060,044	7,040,513
Depot Harbor ...	1,304,069	892,573	2,196,642
Collingwood ...	264,106	740,075	1,004,181
Point Edward ...	698,463	835,066	1,533,529
Meaford ...	96,103	654,435	750,538
Goderich ...	1,763,627	3,686,814	5,450,441
Port Colborne ...	201,063	186,094	477,157
Thorold ...	37,797	343,844	381,641
Soo ...			
Kingston, Prescott, Montreal ...	7,819,374	7,857,950	15,677,324
Port Huron, U.S. ...	93,207	933,829	1,027,036
Erie, U.S. ...	299,752	531,288	831,040
Chicago, U.S. ...	97,829	61,099	158,928
Ogdensburg, Can. ...	63,043		63,043
Buffalo, U.S. ...	1,179,080	10,891,894	12,070,964
Buffalo, Can. ...	994,640	1,185,496	1,881,136
Canadian Vessels...	15,710,269	23,598,374	39,308,643
Foreign Vessels ...	1,669,868	12,418,109	14,087,977
Total Canadian and Foreign (U.S.) Ves- sels ...	17,380,137	36,011,483	53,391,660

BARLEY

PORTS.	Apr. 14, '08 to Aug. 31, '08	Sept. 1, '08 to Dec. 12, '08	Totals.
Owen Sound ...	54,797	44,074	98,871
Midland ...			
Depot Harbor ...		174,862	174,862
Collingwood ...	27,206	36,166	63,362
Point Edward ...			
Meaford ...	16,767	188,767	205,534
Goderich ...		40,580	40,580
Port Colborne...	41,831	21,774	63,605
Thorold ...			
Soo ...			
Kingston, Prescott, Montreal ...	1,765		
Port Huron, U.S. ...	566,238	404,975	971,213
Erie, U.S. ...			
Chicago, U.S. ...			
Ogdensburg, Can. ...			
Buffalo, U.S. ...			
Buffalo, Can. ...		539,666	539,666
Canadian Vessels...	706,939	911,198	1,618,037
Foreign Vessels ...		539,666	539,666
Total Canadian and Foreign (U.S.) Ves- sels ...	706,939	1,450,864	2,157,703

OATS

PORTS.	Apr. 14, '08 to Aug. 31, '08	Sept. 1, '08 to Dec. 12, '08	Totals.
Owen Sound ...	1,316,424	724,485	2,040,909
Midland ...		108,123	108,123
Tiffin ...	269,958	954,803	1,224,761
Depot Harbor ...	202,625	161,983	364,608
Collingwood ...	27,000	51,453	78,453
Point Edward ...	336,354	71,819	308,173
Meaford ...	56,000	57,772	113,772
Goderich ...	1,211,755	1,043,542	2,255,297
Port Colborne...			
Thorold ...			
Soo ...		1,765	1,765
Kingston, Prescott, Montreal...	921,840	766,903	1,688,743
Port Huron, U.S. ...			
Erie, U.S. ...			
Chicago, U.S. ...			
Ogdensburg, Can. ...			
Buffalo, U.S. ...	269,079	2,010,554	2,279,633
Buffalo, Can. ...	746,154		746,154
Canadian Vessels ...	4,988,110	3,942,648	8,930,758
Foreign ...	269,079	2,010,554	2,279,633
Total Canadian and Foreign (U.S.) Ves- sels ...	5,257,189	5,953,202	11,210,391

FLAX

PORTS.	Apr. 14, '08 to Aug. 31, '08	Sept. 1, '08 to Dec. 12, '08	Totals.
Owen Sound ...			
Midland ...			
Tiffin ...			
Depot Harbor ...			
Collingwood ...			
Point Edward ...	8,079	74,198	82,277
Meaford ...	172,373	81,733	254,107
Goderich ...			
Port Colborne ...			
Thorold ...			
Soo ...			
Kingston, Prescott, Montreal ...	589,978	230,648	820,625
Port Huron, U.S. ...			
Erie, U.S. ...			
Chicago, U.S. ...			
Ogdensburg, Can. ...			
Buffalo, U.S. ...	42,000	131,334	173,334
Buffalo, Can. ...	104,242		104,242
Canadian Vessels ...	874,672	386,579	1,261,251
Foreign ...	42,000	131,334	173,334
Total Canadian and Foreign (U.S.) Ves- sels ...	916,672	517,913	1,434,585

WHOLE SEASON NAVIGATION

	1908.	1907.
Wheat ...	53,391,620	47,105,546
Oats ...	11,210,391	10,706,269
Barley ...	2,157,703	1,353,630
Flax ...	1,434,586	645,379
Bushels ...	68,194,300	59,810,823
Navigation opened April 14th, 1908.		
Navigation closed Dec. 12th, 1908.		

GRAIN STATISTICS, SEASON 1908-9

Licensed Terminal Elevators at Fort William and Port Arthur Season 1908-9

CANADIAN PACIFIC RAILWAY.

Station.	Owner.	Bushels.
Fort William—Can. Pacific Railway, T.E.		2,219,700
Can. Pacific Railway, T.E.		3,100,000
Can. Pacific Railway, T.E.		2,458,000
Consolidated El. Co., T.E.		1,000,000
Empire Elevator Co., T.E.		1,750,000
Ogilvie F. Mills Co., T.E.		500,000
Davidson, Smith & Co., E.		75,000
Jos. G. King & Co., T.E.		750,000
Total		11,852,700

CANADIAN NORTHERN RAILWAY.

Station.	Owner.	Bushels.
Port Arthur—Port Arthur Elevator Co.		3,750,000
Port Arthur Elevator Co.		3,250,000
Total		7,000,000

CANADIAN PACIFIC RAILWAY.

Station.	Owner.	Bushels.
Keewatin—Lake of the Woods Milling Co., M.E.		750,000
Lake of the Woods Milling Co., M.E.		550,000
Total		1,300,000
Canadian Pacific Railway		11,852,700
Canadian Northern Railway		7,000,000
Keewatin		1,300,000
Total		20,152,700

FOR SEVEN MONTHS ENDING MARCH 31ST, 1909, WITH COMPARISON.

RECEIPTS.

	1908	Wheat	Oats	Barley	Flax	Total
Sept.		4,985,647	448,370	144,665	15,145	5,693,827
Oct.		11,479,467	1,979,142	828,939	205,334	17,492,882
Nov.		13,540,579	2,949,628	608,224	379,677	17,478,108
Dec.		9,414,645	3,001,451	437,156	543,545	13,396,797
1909						
Jan.		2,909,514	962,044	88,081	321,959	4,281,958
Feb.		1,363,744	493,909	37,125	90,217	2,219,995
Mch.		3,446,330	1,183,700	60,996	103,456	4,803,432
Total 7 Months..		50,379,926	11,026,244	2,214,156	1,639,333	65,279,959
Same period 1908		31,664,031	7,031,940	1,649,348	1,186,343	41,531,662

FOR SEVEN MONTHS ENDING MARCH 31ST, 1909, WITH COMPARISON FOR 1908.

SHIPMENTS.

		Wheat	Oats	Barley	Flax	Total
Sept.	Rail	7,447	41,737	4,815	.....	53,210
	Lake	2,350,675	277,459	34,892	12,874	2,675,170
Oct.	Rail	22,886	16,770	1,922	13,372	54,960
	Lake	11,882,907	1,058,609	374,135	51,169	13,369,810
Nov.	Rail	415,282	15,684	38,745	4,482	474,493
	Lake	12,838,535	2,333,990	575,058	260,777	16,008,399
Dec.	Rail	1,549,893	430,938	87,492	84,765	2,158,088
	Lake	9,396,073	2,432,412	476,105	155,153	13,429,743
1909						
Jan.	Rail	2,582,362	788,046	155,463	179,445	3,596,316
	Lake	291,000	.....	.....	.....	291,000
Feb.	Rail	1,427,385	545,882	131,349	56,301	2,160,917
	Lake	.....	.....	.....	.....	.....
Mch.	Rail	1,419,488	378,161	72,999	62,374	1,929,982
	Lake	319,371	.....	.....	.....	319,371
Total 7 Months	Rail	7,421,743	2,217,218	6,102,479	391,729	16,522,665
	Lake	37,048,561	6,102,479	1,460,160	479,373	45,091,164
Same period 1908						
	Rail	9,685,742	2,580,438	696,147	220,703	14,152,029
	Lake	20,720,672	2,055,143	561,452	318,508	23,674,805

STATEMENT OF QUANTITY OF GRAIN IN STORE AT TERMINAL ELEVATORS, FORT WILLIAM AND PORT ARTHUR.

	Wheat	Oats	Barley	Flax	Total
1909					
Month ending Mch. 31st	6,245,559	3,014,846	285,781	706,401	10,342,663
1908					
Month ending Mch. 31st	7,639,531	2,967,493	490,244	671,990	10,929,234

Grain Inspection at Calgary

Much importance has been attached to recent shipments of Western grain to Mexico via Vancouver. There is reproduced below a table showing some interesting statistics concerning the inspection of grain at Calgary. The total quantity reported to have been inspected there within the first six months of the crop year as indicated is over four times the amount of the whole crop year ending August 31st, 1908. The shipments west were 546,000 bushels in excess of those during the crop year 1908, and double those of 1907:

STATEMENT SHOWING NUMBER OF CARS AND QUANTITY OF GRAIN INSPECTED AT CALGARY FOR SIX MONTHS ENDING FEB. 28TH, 1909.

	Inspected at Calgary		Going West		Going East		Consumed at Calgary	
	Cars	Quantity	Cars	Quantity	Cars	Quantity	Cars	Quantity
Wheat...	2,018	2,118,900	665	698,250	1,079	1,111,950	294	308,700
Oats.....	1,698	2,894,400	434	781,200	917	1,630,600	257	462,600
Barley...	116	139,200	27	32,400	21	25,200	68	81,000
Flax.....	15	15,000	.....	.....	15	15,000	.....	.....
Rye.....	6	7,200	3	3,600	3	3,600	.....	.....
Totals...	3,763	5,174,700	1,129	1,515,450	2,015	2,806,350	619	852,900

Quill Plains, Sask. Wheat Lands

We have taken over all lands belonging to Hon. Peter Jansen and Jansen & Claasen—some 20,000 acres. We are offering these lands for sale at reasonable prices and on very easy terms—crop payment plan to actual settlers, interest 6 per cent. Also a fine 10,000 acre tract at Saltcoats, Sask., and a highly improved four section farm (in a square block) at Osborne, Man. Other farm lands too numerous to mention. A post card will bring full particulars.

WATSON-FORMAN LAND CO.

John L. Watson, Manager

316 Union Bank Bdg. Winnipeg

Great Dispersion Sale.

OF SPECIAL INTEREST
TO STOCK BREEDERS.

A Unique Opportunity for any Farmer.

A. Graham, of the Forest Home Farm, Pomeroy, having decided to close out his farming operations, begs to announce a Dispersion Sale, to be held on 2nd June. This will be one of the largest as well as one of the most important sales held in recent years. The Shorthorn Herd has been established 16 years, and now numbers about 50 head. The foundation Stock was selected with great care from the best Eastern Herds and from time to time new blood of the best strain has been added, the bulls used in the herd having always been the best procurable. Forest Home Shorthorns have always given a good account of themselves in the show ring, and the herd to be dispersed is quite up to the usual standard.

For some years back Mr. Graham has been breeding Clydesdales quite extensively. At present there are upwards of a dozen registered animals, all of which will go to the highest bidder. The mares are in foal or with foal at side to the celebrated stallion "Vigorous" by "Up to Time" (one of the most noted sons of "Baron's Pride"), and was shown three times in Scotland, always taking highest honors. He is also a first prize winner at Toronto Exhibition, and has proved himself a sure getter of stock of the first quality.

Forest Home Clydesdales are well known throughout the Province, having figured very prominently among the prize winners for some years, both at Winnipeg and the local shows. There should be a good demand for this offering of Clydesdales, combining as they do plenty of substance with quality of a high order.

Sale Catalogues will be forwarded to any address on receipt of Post Card addressed to

Andrew Graham, Pomeroy P.O., Man.

The FOREST HOME FARM is also FOR SALE, and should be an exceptionally good investment. This farm consists of 560 acres of as good land as lies to the sun. The whole is in a fine state of cultivation, a system of rotation of crops having been followed for years, during which at least one-third of the farm has been kept under grass.

Nearly all the coarse grain and all the hay produce has been consumed on the farm, and all manure returned to the soil, by which method the fertility of the land has been greatly increased, and the farm is now in prime condition to give excellent returns.

The Farm is fenced off in 80 acre fields, from all of which the Stock has access to good water. There is a fully modern horse stable with accommodation for 30 horses; stabling for 60 head of cattle, and buildings for about 60 hogs.

The Dwelling House is large, commodious and well arranged, heated by hot water, good bath (hot and cold water), with Cistern Capacity of 150 barrels. A Splendid Grove provides excellent shelter for farm buildings and stock. There is also a nice young orchard coming into bearing, consisting of several varieties of standard apples as well as Crab apples and other small Fruits. The whole can be purchased on very reasonable terms and (conducted by a man giving his own help) cannot fail to yield the most gratifying returns.

MAMITOBA SHOWS FOR 1909

Forty-seven Agricultural Societies of the Province of Manitoba have co-operated with the Managing Director of these organizations in arranging the date of their show for this year in order that expert judges may be supplied for the judging of live stock, dairy and agricultural products. The dates were all arranged at a special meeting of the delegates at the recent Agricultural Societies' Convention held at the Agricultural College. Societies not represented in the list of dates will secure judges on their own account, as it is impossible for the Managing Director to supply competent men to shows not connected in circuits. Following is list of dates of shows:

Miami	July 6	Sanford	Aug. 7
Norris	July 6	Elkhorn	Aug. 3
St. Pierre	July 7	Miniota	Aug. 4
Emerson	July 8	Oak River	Aug. 5
Morden	July 9	Holland	Aug. 5
Springfield	July 8	Boissevain	Aug. 4
Cartwright	July 23	Manitou	Aug. 5
Hartney	July 28	Gladstone	Aug. 3
Melita	July 29	Minnedosa	Aug. 5
Deloraine	July 30	Russell	Aug. 10
Reston	July 30	Shoal Lake	Aug. 11
Hamiota	July 28	Strathclair	Aug. 12
Rapid City	July 29	Birtle	Aug. 13
Harding	July 30	St. Rose	Sept. 14
Dauphin	Aug. 3	Headingley	Sept. 15
Roblin	Aug. 4	Kildonan	Sept. 23
Gilbert Plains	Aug. 5	Woodlands	Sept. 29
Oak Lake	Aug. 3	Beausejour	Sept. 30
Carberry	Aug. 4	Stonewall	Oct. 1
Virden	Aug. 6	St. Jean	Oct. 5
Pilot Mound	Aug. 3	Kellwood	Oct. 6
Cypress River	Aug. 3	Meadowlea	Oct. 7
Swan Lake	Aug. 4	Plumas	Oct. 8
Treherne	Aug. 6		

AT GRAND COULEE

Grand Coulee, April 5th, 1909.

A meeting of the Grand Coulee Grain Growers' Association was held in the Grain Growers' scale office on Monday, April 5th, President Morley Wright in the chair.

It was decided that Mr. Forest Forbes and President Morley Wright be a committee to enquire into prices on binder twine and to ascertain how much would be required for this district and to report same at the next general meeting.

There was a long discussion on the loading platform space at Grand Coulee and it was decided that the present platforms were much too small, and Messrs. W. T. Mooney and Wm. Niblock were appointed a committee to look after loading platform extension and report at the next general meeting.

Messrs. Forest Forbes and Morley Wright were entrusted with a few copies of petition re government ownership of elevators and to have them signed as largely as possible by the Grain Growers of this district and are expected to have same ready for inspection at the next general meeting.

The next meeting was fixed for the first Monday in May at same time and place.

You will always find it a safe rule to take a thing just as quick as it is offered—especially a job. It is never easy to get one except when you don't want it; but when you have to get work, and go after it with a gun, you'll find it as shy as an old crow that every farmer in the country has had a shot at.

When I was a young fellow and out of a place, I always made it a rule to take the first job that offered, and to use it for bait. You can catch a minnow with a worm, and a bass will take your minnow. A good fat bass will tempt an otter, and then you've got something worth skinning.

PANIC IN THE LUMBER CAMP

At a recent convention of Western retail lumbermen held in Winnipeg, a very straight, businesslike address was delivered by Mr. W. P. Dutton. Taking the form of a "paper," Mr. Dutton expatiated at some length on the position of the retail man, regarded from the viewpoint of the wholesaler.

We are not disposed to combat anything that Mr. Dutton advances. We cannot; nor do we cherish any other feeling than that of the same cordial desire expressed (with somewhat monotonous frequency) by the "Western Lumberman" to deal with all "fakirs" "pirates" "scalpers" and "liars" exactly as he would have them handled.

But if their crime consists merely in bringing together the producer and consumer with some better satisfaction to both than they had previously enjoyed, what shall the punishment be?

The middleman has had and is likely to have his legitimate mission to fulfil for all time. His place and function can scarcely be defined and pinned down to any particular date, in the history of commerce, or circumscribed by distinct lines that shall permit him to come "thus far but no farther." He has to fall in with the general fitness of things that change with the changing years and if he declines to budge with the times, he is likely sooner or later to perish by his own suicide.

But Mr. Dutton's utterances will possibly fit the argument more appropriately than any observations we can offer. He says:—

"Before closing I wish to say just a few words on the retail lumber business of the future as seen through the eyes of one wholesaler. There are breakers ahead, and some of the craft which precede us are beginning to enter the rough waters already. I refer to wholesale dealers who cater direct to the consumer who has money and who are already making their presence felt in the communities south of the boundary line. The immutable law of the survival of the fittest applies to the business world as to no other. For reasons I have already rehearsed, the retail lumber business has always been in a bad way. To recoup losses suffered in a war of price cutting the surviving dealers often have to get more than legitimate profits.

"You see the time is coming, and who can expect it to be otherwise? It is all right from the point of view of the consumer, and if you cannot deserve to hold your place in the scheme of things by proving your usefulness, then you will have to retire. It was always supposed until recent years that the retailer was a necessary factor in the carrying out of the economic system, but if he can be dispensed with it will be an economic gain and economic laws will not be turned aside. It is up to the retailer in any and every line to show his usefulness as a cog in the distribution of commodities from the manufacturer to the consumer. In many of our towns, both here and in the United States, the mail order houses are giving him a hard tussle to prove that he is a necessity. The lumber merchant is in the most favorable position of all to hold his position, owing to the extreme difficulty with which his community can be provided with lumber direct. As an economist I would say "go it, both of you, and may the best man win," but as an interested and prejudiced party, I say, "Fight this tendency to supply the consumer direct, as you would fight death. Do not let it get a foothold, and if you stand together, let it be in this above all others." Remember, however, that the struggle is still in front of you, however much you may fight to postpone it.

"I have tried to tell you frankly, gentlemen, how the retail lumber trade looks through at least one wholesaler's spectacles, and I thank you."

These words are significant—so much so that it would rob them of their complete effectiveness if any further comment were vouchsafed.

No less significant is the announcement culled from the same issue of "The Western Lumberman" from which we have quoted, coupled with that which followed it one month later:—

"No doubt the big meeting of wholesalers and re-

tailers, to be held at Calgary, on the 23rd of March, will be well attended.

Wholesalers and retailers have received notices to be prepared to attend a monster convention of all concerned in the lumber industry. This will be the largest convention of lumbermen ever held, as delegates from all points and representing all branches of the trade will be present.

The convention is the outcome of no particular concerted action on the part of lumber associations, and the object is to wipe out in one fell stroke the grievances of the past two years, which have reduced the lumber industry. The most important subject to be discussed during the convention will be the possibility of unanimity in the trade and, if present indications point aright, the object desired will be attained.

One of the main points in the convention will be the presence of the retailers, who will indicate by their voices what companies or firms have sold direct to the consumer and then crawl on their bellies to get the retailer's trade. This will, no doubt, be a good move, and the trade should know who are the ones that cater to the retailer's and who cater to the consumer's trade.

Our advice is to attend the convention and let your voice be heard. Don't let the pirates or scalpers "skin you alive." Let the retailers show that they are a force to be considered in the lumber industry, and not "mugwumps." All of which ended as follows:—

"The much-talked-of Calgary Convention has been called off indefinitely, and various reasons are given therefor. We are very sorry that this outcome has been reached, because we believe that it would have been a good thing for the lumbermen generally, both retailer and wholesaler.

From an Alberta source we hear that the coast mill men did not enthuse over the meeting, while from another source political motives were attributed. On the other hand our Vancouver office says that the reason, given by the promoters, is that they could not receive definite assurance of attendance from any considerable number of those interested, and rather than have a fizzle, they postponed it indefinitely."

There is no secret of success but hard labour. Dr. Holland once said, "Labour—the expenditure of vital effort in some form—is the measure, nay, it is the maker of values." And Jeremy Taylor used to say, "If it were not for labour, men could neither eat so much, nor relish so pleasantly, nor sleep so soundly, nor be so healthful, so useful, so strong, so patient, so noble, so untempted."

DR. JOHNSON ON PLEASURE

Pleasure is very seldom found where it is sought; our brightest blazes of gladness are often kindled from unexpected sparks. The great source of pleasure is variety; uniformity must tire at last, though it be uniformity of excellence. We love to expect, and when expectation is disappointed or gratified, we want to be again expecting. Pleasure is best received when we believe that we give it in return.



Sectional Bookcases

ALWAYS COMPLETE
NEVER TOO LARGE
NEVER FINISHED

We have the handsomest and best bookcases in Canada, all sizes of sections finished in Golden Oak or Early English.

PRICES AS USUAL, MODERATE

THE WILLSON STATIONERY CO., LTD.
Winnipeg, Regina, Calgary.

ALLEGED COAL COMBINE

(Statement of Inquiry Committee)

Napinka, Man., April 1, 1909.

Mr. J. M. Hughes, hardware merchant, Napinka, informed the committee that the present price of Souris coal at Napinka is \$4.25 per ton, freight from the mines \$1.20; prices at the mines \$1.65 per ton mine run, and \$2.15 screened, and rebates and reductions sometimes made on quantities reduce it still more.

He is of opinion that the dealers get about half mine run and half screened coal, and the evidence we can gather and our personal observation goes to support the view that this is about the common practice of the dealers, but there is never any difference made to the consumer on that head.

Mr. Jackson informed the committee that Mr. Chas. Thomas, of Hartney, at Lauder had to pay Geo. Moore, coal dealer there, 55c. per ton on Souris coal, the sole work of Mr. Moore being to order the car for him and not handling the coal in any way. This was necessary because the mines would only sell to members of the Coal Dealers' Association except at an advance of that figure per ton. This means \$16.50 on a 30 ton car, or in other words, the dealer had to have 5 tons of the 30 for ordering it!

The evidence we have been able to gather shows that as a rule, about 40 to 50 cts. per ton is demanded, as the dealers' share or rake off, for any one not a member of the association being supplied with a car of coal. About one dollar per ton seems to be the profit, the dealers demand for the handling and retailing Souris Coal, and \$1.50 for Lethbridge and Galt.

The chairman produced documentary evidence, showing that he has been in the coal business for some time and that he has always had a fair profit, and been well paid, at considerably less than the above mentioned figures.

He showed that one wholesale firm from which he ordered coal, accepted his order, but that his competitor, to prevent his obtaining this car, joined the coal dealers' association, then complained about this firm supplying a non-member, and then the wholesale firm were evidently intimidated, for they then refused to supply the car on order, except in the name of the man who had joined the association, or combine.

Another case:—A large customer of a Souris Coal mine (a mill owner) ordered some cars for various men at a neighboring station, which were supplied, but complaints being made by the dealers there, the mine company told the mill owner, they could not supply any more that way.

He replied to the effect, that they would supply all he ordered or none, and the combine evidently not being yet

800 Lives Saved

The saving of lives of all on board the "Republic" through the medium of Marconi Wireless, has demonstrated for all time the tremendous value of this system. Since the news of the Republic affair, a wide demand has appeared for the different Marconi stocks, and this demand will probably result in much higher prices within the immediate future.

How Great Fortunes Grow

A few hundred dollars in one instance after another, has grown to millions. Even the man with a few dollars wisely invested during the early stage of those things which satisfy a public demand, stands to-day with unlimited wealth to satisfy his every need. On this continent there is no more interesting story of fabulous wealth, built up from small capital, than that presented by those who had the foresight to become interested in such successful inventions as the EDISON ELECTRIC LIGHT, BELL TELEPHONE, WESTINGHOUSE AIR-BRAKE, and the allied gifts of our great inventors' brains.

Great Demand for Marconi Stocks

The growing demand for this stock will carry it to higher and higher levels. Do not wait until it has been developed to its utmost and the price of its stock has risen to its highest level. The price will advance in the early future to an amount equal to hundreds per cent. in dividends and you should make an immediate purchase in order to take advantage of that increase. Address all communications to

JOHN A. HERRON

308 E McIntyre Block

Winnipeg, Canada

strong enough to carry out all they would like, caved in and came to his terms.

The committee have numbers of letters from different mining companies, refusing to sell direct to the consumer, and in nearly all cases referring the applicant to the local dealers.

One mining company of Estevan, the Eureka, made replies to that effect last fall, but since that have been selling direct to the consumer, on different occasions.

We also have a letter from Jas. Ashcroft of the Pioneer Coal Mine Lethbridge, offering coal to any one at \$3.75 per ton on car at the mine.

One letter from the Roche Perce Coal Co., to a farmer, told him they could not sell to him except at a price, which was 75 cts. per ton higher than that quoted to their agent. We presume that would be passed on to the agent as his rake off.

Later, and about the time the coal was shipped the farmer received notice that the price would be a sum amounting to about 50 cts. above agents price. The committee are at a loss to account for this. We think possibly they thought it better to go easy until they were a stronger combination.

Taking it all together we find that undoubtedly there exists an association, the object of which is to protect the dealer, to keep up the price, and prevent freedom of trade in coal.

The association has evidently not come to maturity yet, but is growing stronger.

Signed by T. K. SPENCE.

R. JACKSON.

M. J. BASTARD.

**Portage la Prairie's
Great Fair** JULY
6
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Four Great Days. Entries close June 30.
Increased Premium List. Extensive Programme of Entertainment, and the spectacular event

THE BATTLE OF BATOCHE

J. J. GARLAND, Pres.

ARTHUR W. HUMBER, Sec.

Portage Old Boys' Reunion July 4 to 10

The committee are still gathering evidence and await instruction or suggestions from the executive. It was thought it might be advisable to meet the executive, perhaps at Winnipeg or Brandon fair time, or sooner.

Yours truly,

M. J. BASTARD.

HOW THE FARMERS DO THINGS IN THE STATES

The large annual gatherings of the Grain Growers' Associations of Manitoba and Saskatchewan look small in comparison to the farmers' gatherings in some of the states of the American Union. The Farmers' Grain Dealers' Association of Illinois held their annual convention on March 3rd and 4th in the town of Decatur, Ill. When President Thos. Lamb rapped with his gavel for order he was faced with a delegation of upwards of 2,000 farmers from all parts of the State of Illinois, and several from adjoining states.

A similar convention of South Dakota farmers, held in Watertown on Feb. 17th and 18th, was attended by between sixteen to seventeen hundred delegates to discuss ways and means, not only for protection against the encroachment on their rights by the great grain trust, but likewise for the promotion of the mutual interests of the farmers and through their prosperity to continue the prosperity of the country.

After the assemblage had been regaled for upwards of half an hour by music by the famous 4th Regiment band of the State of South Dakota, the mayor, J. W. Martin, welcomed the delegates to the city in the following brief address:—

"It is a pleasure on behalf of our people to extend to you a welcome here for your second annual meeting. Many times has Watertown had the pleasure of entertaining conventions and gatherings of this kind, but none were welcomed more heartily than you because you represent the farmers, the producing interests of this great agricultural state, and we realize the prosperity of the state depends on the success of the farmer.

"This is an age of organization, and not only is it

your privilege but your duty to organize and co-operate for the purpose of securing the rights which belong to you and get the prices for your produce which are rightfully yours. This is destined to become a great agricultural state, and we are dependent on you more than all other interests combined for our prosperity. A farmers' elevator successfully operated is beneficial not only to you but to every business man and laborer in the community. If you can by this co-operation get for your wheat, oats, barley, corn and other products a few cents more a bushel, it means the keeping within the state thousands of dollars which through the usual channels of trade benefits every line of business and enhances the value of your property. In union is strength, and by organizing as you are doing you will become a great factor in getting not only better prices but better freight rates, better car service, and far more influential in every way.

Nothing is more important to-day in bringing the producer and consumer nearer together. One of the serious problems to-day is the high price of necessities of life, and through the work of organizations like yours you can eliminate the middleman and not alone get better prices for yourselves but lower prices for the consumer.

"It is right, it is proper for you to organize, and every farmer in the state should put his shoulder to the wheel and assist in the good work.

"We again welcome you and hope your stay with us will be so pleasant and your meeting so profitable that you will come again and remember that at Watertown the latchstring is always out for her visitors."

Wedding Rings Hand Made

Do you know that all "Dingwall" Wedding Rings are hand made, and yet the price is no higher than the other kind.

No. 2292,	18k ring,	\$6.00
" 2293,	18k "	8.00
" 2294,	18k "	10.00

An assortment will be sent on approval to intending purchasers.



D. R. Dingwall Ltd. Jewellers & Silversmiths
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WINNIPEG

PRICES ACROSS THE LINE

Souris, March 6th, 1909.

To the Editor of The Guide :

I have in my possession a letter from a grain buyer in Hannah, North Dakota, giving some information on the buying and handling of grain on the other side of the line. In the letter he says: "The majority of the wheat bought at this point this year brought 1 Hard and 1 Northern. I have only had one car of 3 Northern; it was smutty and I gave 2 Northern price for it. A few cars went 2 Northern. Oats have been ranging from 38 to 42 cents for 32 pounds, street price."

He also enclosed price cards for the following dates: Dec. 3, 4, 11, 15, 16 and 17 for street wheat off the farmers' wagons.

In comparing these prices with the Canadian prices I find that in the first two days he paid more on street at Hannah than was paid for track wheat at Fort William where our grades are much higher. Below I am making a comparison between his prices calling for 57 pound wheat and Fort William prices for 1 Northern, and also a comparison of the same wheat according to weight.

The farmers of Souris who sold their wheat last fall on street will no doubt be interested in noting how much more the Dakota farmer got for his wheat than what he did. I might state here that nearly all the wheat on the other side of the line sells on weight rather than grade.

HANNAH STREET PRICES.

Dec. 3-1 Nor., 57 lbs.	1.00
" 4- " " "	1.00½
" 11- " " "	.95
" 15- " " "	.95
" 16- " " "	.96
" 17- " " "	.96

FORT WILLIAM TRACK PRICES.

Dec. 3-1 Nor., 60 lbs.	.99½
" 4- " " "	1.00
" 11- " " "	.97½
" 15- " " "	.97½
" 16- " " "	.98½
" 17- " " "	.97½

FORT WILLIAM TRACK PRICES.

Dec. 3-1 Nor., 57 lbs.	.94½
" 4- " " "	.95
" 11- " " "	.92
" 15- " " "	.91½
" 16- " " "	.92½
" 17- " " "	.91½

The freight rates and charges from Hannah to Duluth are about 10 cents. Now take the difference between 57 lb. wheat which is about 5 cents per bushel, giving the Dakota farmer about 15 cents more for his wheat than what the Manitoba farmer gets. That is on a track basis. What about the poor unfortunate who is compelled to sell at street prices, which was last season at many points 8 to 10 cents less than track?

I was talking to one of the largest farmers in Manitoba who also buys wheat, running an elevator. He made the statement that land on the Dakota side of the line was worth at least \$10 per acre more than on the Manitoba side, based on the wheat prices alone. I thought he was drawing it pretty mild when he put it at \$10.

The same conditions existed at one time on the American side. The terminal elevators were run by private corporations and the wheat was not going to the Old Country in the same condition that it was leaving the Dakota farmer. After a thorough investigation and a three months' test of one of the Duluth elevators the following were the results shown:

Receipts.	Bushels.	Lbs.
No. 1 Northern	99,711	40
No. 2 " "	141,455	10
No. 3 " "	272,047	20
No. 4 " "	201,267	20
No grade	116,021	00
Rejected	59,742	30
Shipped out—		
No. 1 Northern	196,288	30
No. 2 " "	467,764	00
No. 3 " "	213,459	30
No. 4 " "	None	
Rejected	None	
No grade	None	

With 12,733 bushels 10 lbs. still on hand, it was estimated by the committee that through the mixing alone a profit of \$83,206.83 was made, and I might state here that the same company (The Port Arthur Elevator Co.) which made this good showing had to "strike for the tall

LEADER

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TWICE AS STRONG

Hitherto the weakest part of a woven wire fence has been the lock, but now we offer you the **Leader** fence with a lock which is the strongest part of the fence. Notice that the **Leader** lock not only grips the lateral wire to the stay, but the ends of the lock are curved in such a manner that the lock **practically interlocks itself**, making it the strongest part of the entire **Leader** fence, and giving a double grip. A double-grip means a twice-as-strong lock, a twice-as-strong fence, a twice-as-good investment, and no danger of loose locks in fence, and that is well worth consideration. We manufacture many designs of **Leader** woven fence, both in the heavy, standard heavy, and medium weight, using nothing but the best galvanized wire in all our fences. We also make the old reliable Anchor field erected fence, coiled spring wire, gates, etc. Our fence and gate catalogue **G** shows different styles for horses, cattle, hogs, etc. Write for your copy.

ANCHOR FENCE CO LTD

Box 1382.

Cor. Henry and Beacon Streets, Winnipeg, Man.

timbers," and are now operating the terminal elevators at Port Arthur and trying to get control of the G.T.P. terminals. They find the Canadian farmer an easier mark.

The Bankers' Association of North Dakota assisted the farmers in the struggle and they were successful in having the elevator situation changed and a sample market established at Minneapolis. We find the very opposite here in Canada. The leading bankers are interested in the grain business and have assisted in an attempt to even cut the farmer out of the distribution of cars, their only salvation at the present time. We even find the business men of the towns and villages throughout the country standing aloof or throwing their sympathy more on the other side when their interests with the farmer are identical.

If the facts and figures which have been put up by the Grain Growers' Association are right, and there has been no successful contradiction, why should not every one put his shoulder to the wheel and assist in bringing about this much needed reform.

We need a sample market in Winnipeg; we need a free and open market where all the world's millers may come and jostle with one another in the sample room, untrammelled by an unfair grading system and the rules of a corporation which has defied both the parliament and the people of Manitoba, circumventing any legislation yet attempted and are bleeding the country every year out of millions of dollars of the people's hard earned money. The method proposed at the present time may not be perfect in every detail, but these can be easily worked out as soon as the premiers commit themselves to the principle.

Yours truly,

J. G. MOFFAT.

RATHER ABSENT MINDED

Rufus Choate once endeavored to make a witness give an illustration of absent-mindedness.

"Wal," said the witness, cautiously, "I should say that a man who thought he'd left his watch to hum, and took it out'n his pocket to see if he had time to go hum to get it—I should say that that feller was a leetle ab sent-minded."

The Editor "Grain Growers' Guide"
Winnipeg, Man.

Dear Sir,—It appears to me that the farmers—at least some of them—are beginning to see that it will not do to continue sending professional men to represent them in Parliament. They have been blinded by party.

The Conservatives first told them to allow themselves to be taxed for the benefit of a few manufacturers and they would become rich. The Liberal party said: "Put us in power and we will give you Free Trade as they have in England," and the people still remained with the whigs and tories. Yes, the writer has often seen two

The farmer says, "Send a lawyer to represent us; he good neighbors become bad friends over the old parties. can speak." So he can, but they forget that he speaks for his calling. We learn by our newspapers that there are only six members representing the farmers in Ottawa. Now, Mr. Editor, how can an agricultural country prosper under the rule of men such as these?

Farmers think if they have large yields and big prices things would be all right. No! If they worked twenty-five hours in one day and got \$5.00 per bushel for their wheat it would not do as long as they were represented by men who take an interest in their welfare. Bad legislation in Canada for the last thirty years has been the cause of making strikes, forming combines, making criminals, filling gaols and poorhouses, making armies of tramps, but the people could remedy all this by the ballot.

Yours, etc.,

A FARMER.

CARROLL PLOWING MATCH

Carroll, May 1st, 1909.

Editor Grain Growers' Guide,
Winnipeg, Man.

Dear Sir,—Kindly insert in the next issue of your paper that the third annual plowing match of the Carroll Association will be held on the farm of A. Turner, Carroll, on June 16th, 1909, at which, besides the usual classes for gang and walking plows, there will be competed for the "McMillan Cup," with which goes the provincial championship. This cup is open to "all members of farmers' institutes, agricultural societies and other farmers' associations in the Province of Manitoba who hold annual plowing match." It is also provided that all outside entries for this cup shall be in the hands of the secretary of the society where the cup is to be competed for one week previous to the match, and the said entry shall be signed by the president and secretary of the society to which the competitor belongs. For any other information as to rules, events, etc., apply to the secretary,

FRED H. CARROLL,
Carroll, Man.

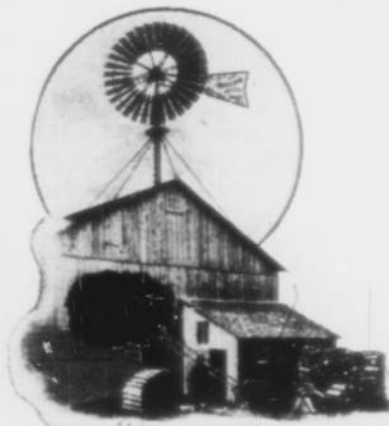
MISS HELEN T. FOWLER ON THE COMMERCIAL INSTINCT

It is the fashion nowadays to sneer at the commercial instinct, and to despise it as something common and vulgar; but in reality it is nothing of the sort. The essence of vulgarity is the concealment of vulgarity. The common man who knows that he is common, ceases to be common by this knowledge; by realising that he is not a gentleman, he almost becomes one. The really vulgar people are the people who are for ever pretending that they are not vulgar; the truly ill-bred are those who are constantly parading their gentility. There is nothing that is vulgar in itself; it only becomes vulgar when it pretends to be something else. Therefore, the commercial instinct is never a common instinct except when it sets itself up as not being commercial at all.

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with Mast Grinder.
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and 30-ft. Steel Tower.
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with Upright Shafting,
Guy Rods and Turn
Buckles, ready for erection.

Cater's Wood and Iron Pumps

for hand and windmill use, at reduced prices.
Over 15,000 now in use in the west. Write
for catalogue.

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Brandon Pump and Windmill Works

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BRANDON, MAN.

A NIGGER IN THE GRADING SYSTEM

Killarney.

Dear Editor,—Here is an item of interest for the Guide, the Grain Growers, the Winnipeg grain trade, and the Grain Inspection Department—also E. A. Partridge:

On the 26th of March last I sold a car of wheat through the Grain Growers' Grain Co., which graded a 3 Northern without dockage and weighed 62 lbs. to the measured bushel, for \$1.06½ Fort William, or 97½ clear on track, and that was the highest quotation for the day for that grade. On April 1st I took to the McCabe Elevator Co. on the great Northern the screenings I took out of that car, and also the screenings from my seed wheat, which was of the same class and grade as the car, being slightly frozen and bleached.

Altogether there were 30 bushels of screenings out of 1800 cleaned. I got 2 Northern grade and a dollar a bushel for said screenings. On April first you can see what Winnipeg quotations were on that date and analyze the above facts. I am not writing this for having the G.N.R. shut out of Manitoba, but to show there is a nigger in our grading system.

Yours truly, ALEX. RANKIN.

R. A. BONNAR

W. H. TRUEMAN

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WINNIPEG, Man.

WANTED AN ANSWER

Souris, Man., April 10, 1909.

The Grain Growers' Guide, Winnipeg, Man.:

Dear Sir,—In this discussion of Government ownership of elevators there are some puzzling details in the working out of the scheme to which I have not yet been able to get an answer. Here is one question that I wish some correspondent would answer: If a farmer brings in a single load of wheat to market for which he must have the money immediately, to whom is he going to sell this load? I am supposing the government is not going into the grain dealing business.

Yours truly,

J. H. ELGAR,
Souris, Man.

THE FARMERS' WIFE

Makinak.

To the Grain Growers' Guide:

Sir,—I see in your January number of the Grain Growers' Guide a Saskatchewan farmer draws the attention of your readers to the movement being made in regard to the dower for married women. I shall be glad if you will allow me to correct one or two statements he makes. First he says we are asking for half because we have made half. Now that is not true. We are asking for one-third of whatever our husbands are worth and the right of refusing or consenting to the selling or mortgaging of the same, the law not helping us at all as long as our husbands are living.

Then he says nine out of ten farmers do not marry until they are worth so much and that we don't help to make the farm. Then what allowance does he make for the homesteader, that is the married man who comes we will say from England? He is only a poor man with nothing to start with. Do you think his wife sits beside the stove while her husband makes the farm? No; she just hires out and throws her earnings into the common purse. Then he says we are only aiming at the farmer. That, too, is untrue, as our petitions apply to all men; and I have now on my petition doctors, tradesmen, etc., all who are willing signers. I am drawing on to two hundred signers, three parts of them being on the voters' list.

Then again he says that it leaves a man at the mercy of a bad designing woman! So dear readers, before you bring this matter up for debate I would ask you all to ask yourselves one or two questions. First you might ask yourself, have I got a bad designing woman for a wife? I guess your answer will most likely be no. Then you might ask yourself, is my wife worth to me one-third of my property? Then I guess if she is not she was not worth marrying in the first place. I suppose we allude more to the farmers because there is so much more a farmer's wife has to do to help things along, such as chores and other work while the good man is out working and helping in a general way when he is home. I am glad he calls himself ungallant, for ungallant he must be.

Now, dear readers, I would ask you all as men to be true to yourselves as men, and just to your wives if you think them worthy, leaving the cranks to look after themselves.

Wishing the Grain Growers' Guide every success, I will sign myself

A FARMER'S WIFE.

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EDMONTON, ALTA.

ALCOHOL FROM NATURAL GAS

Various manufacturing associations of the United States are making inquiry of the bureau of manufacturers in regard to the new school of converting natural gas into alcohol. Carl von Hartzfelt, of No. 1204 McCullough street, Wheeling, W. Va., a local chemist who has invented the new process, is being flooded with applications, free site propositions, bonuses from large gas producers of the Kansas field, and Oklahoma and Pennsylvania. The Standard Oil Company and others are among those communicating with Mr. Carl von Hartzfelt relative to his invention and the erection of reduction plants at various localities. Natural gas contains on an average 94 per cent. methane and by combining it with oxygen in the presence of a heat-absorbing fluid such as steam, which prevents complete combustion, and maintaining the temperature below the decomposing point of alcohol, the oxidation is induced by passing the natural gas through an electrically heated gauze. It is converted directly into alcohol and dehydrogenated alcohol known as aldehydes, and aldehyde of methane alcohol (wood alcohol), being known also as formaldehyde. The product therefore is a mixture methyl alcohol containing a small portion of formaldehyde, which can be readily separated. If the combustion is properly regulated and controlled, 5,000 feet of natural gas will produce approximately 20 gallons of alcohol, and as natural gas can be readily obtained at 10 cents per 1,000 feet in unlimited quantities, the amount of profit possible is readily seen. A plant demonstrating the commercial value of this process will shortly be installed near Medicine Hat.

WELL DONE LASHBURN

Lashburn, Sask., Mar. 6th, 1909.

Editor Grain Growers' Guide, Winnipeg, Man.

Dear Sir,—I was handed a copy of your paper, which I find very interesting and full of facts concerning the farmer. I take great pleasure in reading it and will pass it on to the next. We appreciate the great work that is going on in the three provinces in behalf of the farmer by the Grain Growers' Association and your valuable paper. We had a large meeting of the farmers of this district at the Newlands school house on Feb. 27th, for the purpose of organizing a branch of the Grain Growers' Association, and we were very fortunate in securing the

aid of Mr. Chas. Crossman, of Elkhorn, Man., to address us on that day. Mr. Crossman spoke well and gave us a very interesting account of the work of the Grain Growers' Association throughout the Northwest, and ably assisted us in our organization. We enrolled 36 members at our first meeting and are gaining new ones every day. The movement is sweeping through this section of the country like a wild fire. Our district is 8 miles north of Lashburn and is known as the Newlands district, hence the name, "Newlands branch Grain Growers' Association."

We were to a farmers' meeting held in Lashburn yesterday, the 4th, in the interests of the Grain Growers, which was addressed by Mr. Knowles of Emerson. Mr. Knowles' address was a masterly one, and he won a signal victory there, as he conquered a lot of prejudice. May we have more Mr. Knowles' that we may continue the good work and the method of education. The whole people of the Northwest should understand that it is of vital importance to stand behind the G.G.A. in the great work that is before it in obtaining for the farmer that justice that is due him. All pursuits are subservient to that of the farmer. If we would lift up the country we need most to lift up the farmer. Wishing you all success with your paper and your work, we remain

Yours,

NEWLANDS BRANCH G.G.A.

THE G.G.A. AND ORGANIZED LABOR

To the Editor :

Organization has at all times been the outcome of capital oppression. This was first felt early in the last century when the advent of steam machinery superseded hand labor and men were compelled to give up their own little workshops and become mere hands in factories.

It was early realized that as units they were of no consideration—that they were of no more importance than the machines they handled. Their pay, hours of labor and treatment in general was entirely in the hands of their employers. In fact theirs was the position of free men enslaved.

Realizing this they got together and formed what was known as labor unions, and by acting together they could meet capital on its own ground. As a result, today wages, length of hours and conditions in general are to a great extent dominated by these labor unions. In these as in all other conditions, it takes only a little time to move from urban to rural centres, and the agriculturalist of the 20th century is facing the same condition as the machinist of the nineteenth.

The time when the ultimate market for the farm product was the local mill, is past forever. Capital is centralizing the grain trade of Western Canada into one large market. Capitalists are taking every opportunity by combining their forces to control the output of our farm product by means that are not appreciated by or conducive to the best interests of the producer.

Realizing this, it was felt that some protective organization among grain growers was necessary, hence the Grain Growers' Association of Manitoba and Saskatchewan and the United Farmers of Alberta. The actual good derived from these associations will largely depend on the support given by the grain growers, so it is of the utmost importance that all should join the organization. Capital as represented by the Winnipeg Grain Exchange, Transportation Companies and Banking Institutions, has been doing its utmost to make it appear that the Grain Growers' Associations have had a bad effect on the grain trade. Such has been the ruse of capital, but history shows that wherever there was organization conditions have been greatly improved.

Organized labor has fought a hard battle against misrepresentation and has not had an impartial hearing,

the greatest drawback being the "scab" in its own ranks, for at all times and in all circumstances a certain class will adhere to capital and misrepresent the facts and conditions of their fellow workmen. And the man who will stand back and indifferently watch the fight knowing that he will derive like benefit with the fighter is little better than the "scab."

In Great Britain, organized labor is a powerful element. In the present parliament 52 seats are held by labor candidates, and labor is recognized in the cabinet. There the laws and conditions have undergone great changes of late for the benefit of the laborer.

To-day, although our recommendations to the Premiers have been turned down, we are in no worse position than the miners or machinists of half a century ago. The very fact that our Premiers never touched on our recommendations but raised imaginary obstacles of their own invention places us in a position for a better fight.

Realizing that we stand claiming our rights, the right to sell the product of our labor as we see fit, and that justice is on our side, let nothing short of that justice be accepted by the Western Grain Grower.

Yours faithfully,

Wapella, Sask.

A GRAIN GROWER.

OVERWORK, WORRY, OR WHISKEY?

I hear a good deal about men who won't take vacations, and who kill themselves by overwork, but it's usually worry or whisky. It's not what a man does during working hours, but after them, that breaks down his health.

Some fellows leave the office at night and start out to whoop it up with the boys, and some go home and sit up with their troubles—they're both in bad company.

"The freest forum for labor and reform published in Canada."

An efficient weekly organ of economics, political morality and social justice. Special articles on land reform.

THE
VOICE

211 RUPERT STREET
WINNIPEG, MAN.

Subscription \$1 a year. Sample copy free by addressing Department "S".

Leading western farmers take it: Why not you?

Dauphin, Man., April, 1909.

The Guide, Winnipeg :

Dear Sirs,—At a recent meeting of our branch of the G. G. Association a Mr. Snow, Deputy Warehouse Commissioner, addressed us at length on the system now in vogue for the handling to market of the farmers' grains. Although he handled his subject very creditably, it was self-evident that his theme was antiquated, cumbersome and altogether fails of relief such as the age and times demand. He was about two hours or more informing us what was necessary to do under the present law after a car was loaded and about to commence its journey to market. The snares and pitfalls were so numerous as to suggest that during the operation, unless strictly on guard, the farmer stands on very thin ice. I regret to say he did not appear to know whether the elevators had equipped themselves with the tin boxes that the law directs them to have in event a dispute arises and the farmer wishes to save the identity of his grain. Also that his department could suggest but not order the railway companies to construct and maintain sidings for the loading platform. He laid much stress on the mixing mill south of the border and the inference was plain that of course no such state of affairs existed here. In total his remarks conveyed the impression that the system was as near perfect as could be devised, that there was a law for everything only it was always non-operative as against the elevators when it came to a point. His remarks were touching when he implored us to be lenient with Mr. Horn's gradings as owing to the magnitude of his work mistakes were bound to follow. His mention of the fact that he and Mr. Motherwell of Saskatchewan, were the movers in the preliminary steps for bringing forward of the G. G. Association were just as well not said.

Sincerely yours,

H. M. THOMPSON.

HOME

The ashes of the commonest fire are melancholy things, for in them there is an image of death and ruin of something that has been bright, and is but dull, cold, dreary dust—with which our nature forces us to sympathize. How much more sad the crumbled embers of a home: the casting down of that great altar, where the worst among us sometimes perform the worship of the heart; and where the best have offered up such sacrifices, and done such deeds of heroism, as, chronicled, would put the proudest temples of old Time, with all their vaunting annals, to the blush.—Charles Dickens. (Barnaby Rudge).

BE READY FOR HARVEST

NATURE will soon have done her part. If you are to receive the full reward of your year's labor, you must be prepared—to harvest your grain promptly when it is ready—to harvest it without waste—to do it with the least amount of labor.

A modern harvesting machine is indispensable. You cannot cut your grain the way farmers did a generation ago—and you cannot afford, when the grain is fully ripe, to be at the mercy of machines that break down or waste the grain. Do some thinking about the matter now.

You will want a harvesting machine next year and the year after, as well as this year.

Ask yourself whether the old reliable McCormick binder would not be a wise investment for you at this time.

You know that the McCormick binder has been the main dependence at harvest time for tens of thousands of farmers for as long a time as you can remember.

It is a machine that makes you sure of being ready for harvest. It gives you all your grain. It does it with the least labor. It enables you to harvest your crop in the shortest possible time. It handles grain in the down and tangled condition to as good advantage, at least, as any other harvesting machine in the world.

You cannot doubt the great and long continued service that a McCormick binder will give you. You have need for such a machine.

Will you see to making the purchase in time?

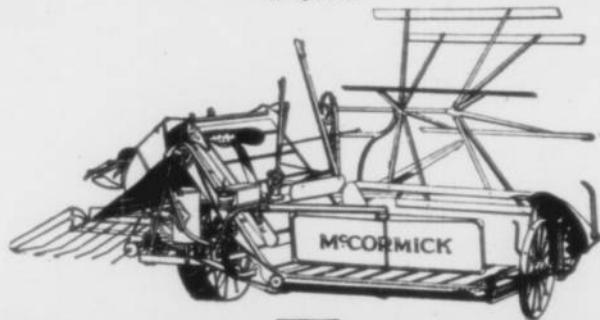
The McCormick binder is but one of a long line of famous McCormick machines and implements. Among them are:—

Mowers, Binder Twine, Tedders, Hay Rakes, Side Delivery Rakes, Hay Loaders, Sweep Rakes and Stackers, Disk Drills, Shoe Drills, Cultivators, Smoothing and Disk Harrows, Scufflers. McCormick agents also handle Gasoline Engines, Cream Separators, Hay Presses, Wagons, Sleighs and Manure Spreaders.

Catalogues and particulars relative to the McCormick line may be had from any local agent, or write direct to the nearest branch house.

WESTERN CANADIAN BRANCHES:—International Harvester Company of America at Brandon, Calgary, Edmonton, Regina, Saskatoon, Winnipeg.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, CHICAGO, U. S. A.
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A GREAT GUN BARGAIN



\$30 Twelve-Shot Repeating Rifle \$5

Genuine Swiss Vetterli 12-Shot Repeating Rifle, suitable for game or target shooting and all sporting purposes. Original cost to manufacture, \$30.00 each. Used in the Swiss army. Guaranteed to be in first-class condition. Fully as good as new. Latest military bolt action pattern, hammerless 41 calibre, rimfire. Price \$5.00. Smokeless Cartridges, \$2.75 per 100. Rifle and 100 Cartridges, \$7.50. Send express, postal or money order, and we will deliver to any railroad station in Canada. The cartridges are standard make, manufactured in the United States. We can supply them at any time.

INTERNATIONAL SUPPLY CO., Dept. G
306 Somerset Building

Winnipeg, Man.

BINDER TWINE "CRICKET" BRAND BEST MADE IN U. S. A.

Now offered to the progressive farmers of the Great Northwest, at lower prices than ever before. We sell annually to customers located at 19,000 postoffices in the States, and have been selling direct for nearly one quarter of a century, distributing direct from factory to farm more than double the quantity of any other concern in the world.

YOUR NOTE LOOKS GOOD TO US.

To protect credit buyers from exorbitant prices, charged by discriminating retailers, we will accept notes from responsible parties, payable November 1st, at only 4 per cent added to our low cash price, which we quote for this season, F.O.B. Winnipeg as follows:—

Standard, 500 ft. "Cricket Proof"	8c
Standard Manila, 550 ft. "Cricket Proof"	8½c
Manila, 600 ft. "Cricket Proof"	9c

Let us book your order NOW subject to cancellation or additions according to crop conditions. We were the originators of the liberal crop damage proposition. Remember, we want your business, and will treat you right. Cash or note.

COOPER CORDAGE CO. ALEXANDER and STANLEY ST.
Warehouse B., WINNIPEG.

The Great Fair of the Great West

WINNIPEG INDUSTRIAL EXHIBITION

The Winnipeg Fair, the summertime Mecca of all the Canadian West, is preparing for this Banner Year a greater entertainment, and offering a greater class for competing exhibitors, than ever before; combining Sport, Pleasure and Recreation in an army of Glittering Gorgeousness; with lavish and remarkable exhibits presaging the opportunity of Western Canada as the

Last Great Garden of Earth

Richest Half-Mile Racing Meet on the Continent

Live Stock Show

Poultry Exhibit

The Dog Show

**Continuation of the Interesting and Instructive
Agricultural Motor Competitions**

A Thousand Fun Features on Grand Stand, Drag, Track and Stage. Grand Military Tattoo with Twenty Bands, and the
NAVASSAR LADIES' BAND.

A **MAMMOTH ELECTRIC DISPLAY** (Instructive and Spectacular) by the City of Winnipeg.

Grand Pyrotechnic Spectacle, "Battle of Sevastopol."

Excursions on all Railroads.

JULY 10th—17th

A NEW FENCE POST

We have pleasure in drawing attention to the patent Steel Fence Post manufactured by the Munro Steel Wire Works. An advertisement of this device appears elsewhere in the present issue.

These posts can be fixed up with comparatively slight labor. They are pointed to drive. The whole cost comes as cheap as wood set up and the work of erecting is simple and expeditious. Ten of these posts can be driven in about the time taken to dig one ordinary post hole.

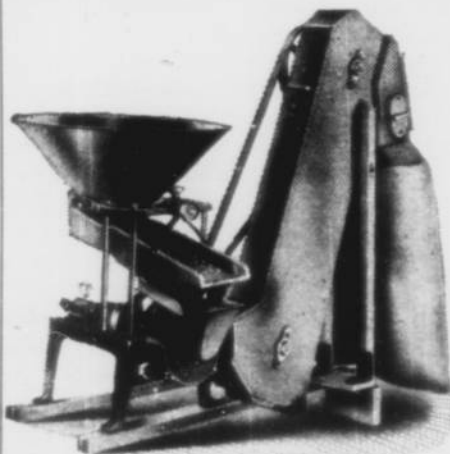
Wood posts have often proved a disappointment to the shipper and buyer alike; there cannot be the same trouble with the manufactured steel, and once it is on the farm it is there practically for all time.

Fire, rot and weather proof. These posts weigh about 17 lbs. and have re-enforced cement centre. They are supplied with anchor arms which, when driven into soft ground, secures a good hold and are good to stand a side strain. We think a durable invention of this sort is the right goods to buy. These posts have been tested and found serviceable, there is therefore no experiment in giving an order.

JOLIETTE FEED GRINDER

This machine is designed for grinding small grain. The grinding plates are flat and are made in one piece. They are milled and faced carefully, and are securely fastened to the revolving head. The bearings have a broad surface and are lined with friction metal, which can be easily renewed.

The feed screw permits the operator to feed a large or small quantity of grain as may be desired, and distribute it evenly over the end of the shaft, the grinding plates can be quickly separated or brought together. The plates can be adjusted to grind fine or coarse. Every farmer, stockman or dairyman should have a feed grinder, because it is necessary to grind the grain to secure



SOLD BY

its full value when used as feed. A feed grinder will pay for itself in a very short while because of the time saved and the money saved that is paid to the customs grinder.

The Joliette feed grinder is manufactured by S. VESSOT & CO., Joliette, P.Q., and is sold in Western Canada by the International Harvester Company of America. Those desiring a power to operate the grinder will find the I.H.C. gasoline engine particularly well adapted for the purpose.

For full particulars relative to the Joliette feed grinder, write or call on the nearest local agent handling the International line

INTERNATIONAL HARVESTER COMPANY OF AMERICA

CHICAGO,

(Incorporated)

U.S.A.

GENERAL BOOTH: THE MAN WHO HUNGERED FOR HELL

"I hungered for hell. I pushed into the midst of it—London's East Side. For days I stood in those seething streets, muddy with men and women, drinking it all in and loving it all. Yes, I loved it because of the souls I saw. I knew I had found my work. One night I went home and said to my wife: "Darling, I have given myself, I have given you and our children, to the service of those sick souls." She smiled and took my hand, and we knelt together. That was the first meeting of the Salvation Army."

His tired eyes, their cunning half-curtained by great drooping lids, blazed with blue flame as he spoke. His voice, a remnant of departing thunder, rumbled like a distant storm in summer. But all is winter now with this old soldier of salvation—all save the spirit. The tousled hair and streaming beard which frame his huge Semitic face—they are the hoar-frost of nine and seventy years. That enormous hooked nose is the beak of an eagle, a man-eagle long since sated with the sublimities of the upper strata and swooping down to snatch broken bodies and scorched souls from the ash-heaps of humanity. Tall, spare, unsteady, his is the body of Dore's Don Quixote with the head of Ezekiel set upon its stooped shoulders. Did he claim reincarnation, he might call himself Ezekiel. There is much likeness. He is somewhat the fierce benefactor. His cry is Ezekiel's—Work and Hope! He knows all filth, all grief, all horrors, yet he sees the sunrise. Surrounded by dust of defeat and degradation, smoke of sin, fog of falseness, and clouds of crime, he has shown men a patch of Christ's clear morning sky on the horizon of hopelessness, as he marched on through the wide world, dragging them out of darkness and death into light and life. Had he chosen the flowing robe and mystery of speech, he might have duplicated the magic of Mahomet. He is as sure of his providential mission. Who knows but this possibility confronted him in his Methodist pulpit fifty years ago! He was only fifteen when he heard an echo of that voice which smote Paul on the road to Damascus.

Even then he preached as if possessed. William Booth was possessed. He hungered for hell.

HE THIRSTED FOR THE DREGS.

A little while he waited. He had enough of routine religion to breed the hope that these would come to satisfy his longing. Waiting, he worked and thought. One day it came to him that Christ "sought" men when here. He, too, would seek them, but not in the highways. He would track them into the swamps and sink-holes, the dump-heaps. For this he led his little family to London in 1861. For this he haunted the nearest approach to hell on earth—that East End. For that he knelt with his wife, a woman of blest memory everywhere. He always lifts his eyes when he calls her name, as if speaking to her.

In a disused buryground on Mile End Road he pitched an old tent. The sentimental will see in this a sign of resurrection from the dead. He chose the place because he could get no other. The tent was his tabernacle. He called it the "Christian Mission." A crowd of poor Whitechappellers drifted into the place the first night he preached, led by curiosity. The East End had never seen such a "congregation," nor London, nor the world, for that. It was just a mass of wreckage cast up by the waves of what we must call Life because of breath and heartbeats. He talked to them as such. He told them the old, old story stripped to the quick of its layers of theology. He worded his message to fit their meagre knowledge. Some slept through it all; some sneered and

snickered; others listened. A harlot or two and a drunkard cried for shame at their sinning and then for joy at their saving, and thus ended the second meeting of what was yet to sweep over seas as the Salvation Army. William Booth went home tired but happier than he had ever been. He had won from the Devil at the first throw.

"In the last few years we have saved fifty thousand fallen women," said this General to me. He sat up straight in the car seat, the light on his face was something more than the reflection of the gold-leaved trees past which the train was rushing. "They say such women cannot be saved; that they have fallen too far. Women fall farther than men only because they slip from greater heights. I wish I could show them these fifty thousand as they were and as they are!"

He doesn't care for the honors and compliments heaped upon him by kings and emperors. To dine with Roosevelt doesn't ruffle him in the least. I warrant you he let Oxford "doctor" him last year more for the sake of not displeasing the old university than pleasing himself. But if he could only marshal his fifty regiments of reclaimed womankind before you or me!—that would fill him with satisfaction. The way he spoke showed it.

And if he could only find some way to work while he sleeps!—that would make him smile. He seldom smiles, yet he is witty and knows fun when he sees it.

"Twenty years ago an English physician told me I was worn out. He said I ought to retire to some small parish and spend much time fishing and shooting. God has already given me one of his small parishes—this world—and I have found excellent fishing everywhere, only I have caught mostly crocodiles. As for shooting, I'm still firing at the Devil, and if I've not yet hit him in the head, I've wounded him several times in the tail."

HIS THEOLOGY.

He believes in a personal Devil, indeed he does. He snarled when I asked him, and, taking for granted I differed in the matter, growled at "your microbe Devil." He believes in a sure-enough hell, too, but he balks at the brimstone. He avoids particulars as he avoids disputes about religion.

"I've no time to argue theology," he says. "Whether Christianity is right or wrong, you must admit it is the most wonderful force that has ever come along." He will go one step farther, and after that you might as well try to whistle against a hurricane. "There are three things we must have: Forgiveness of the past, strength to be good in the future, and a spirit of love for others. If there is any way to get these except through regeneration by the Holy Ghost, I have yet to find it. Now we have talked enough religion."

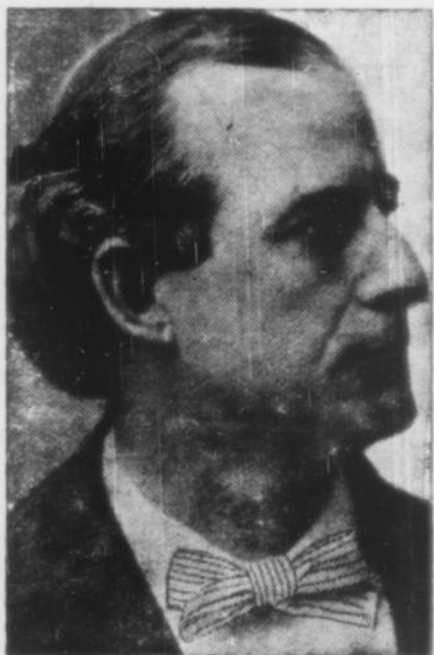
Criticised as he was at first by those of every creed, you cannot draw from him a word of counter criticism for any creed.

"Men need many roads to salvation, and it takes all my time and thought and energy to keep the one I opened in repair."

From that crude beginning in the deserted buryground the Salvation Army has branched in all directions, blossoming in the blue poke-bonnet and the visored cap in nearly every country under the sun. From the one officer who braved the scorn of many it has increased to more than twenty-one thousand officers, who command the respect of all and the admiration of the majority. Its many-sided work is directed from eight thousand posts, each garrisoned by a corps whose one purpose is the saving of sick souls through the most direct means.

WILLIAM JENNINGS BRYAN

(An Appreciation.)



WILLIAM JENNINGS BRYAN

By the Consul General for the United States and one of Winnipeg's leading business men, Mr. Bryan was introduced to a large gathering of citizens the other evening as the greatest orator of his country, probably the most gifted speaker in the world at the present moment.

Mr. Bryan may be all that but to the ordinary human insight he occupies a pinnacle far above the ornate brass work either of pulpit or platform. He has not spoken two complete sentences when all within sight and hearing will reach the conviction that here indeed is A MAN—that is, as one has said of Francis Horner, "a being who makes his flesh obey his spirit and his spirit obey God."

It was said of that same good man: "The ten commandments were written on his forehead," and with equal fitness may this be said of Bryan. It is his incorruptible manhood that rings out in the pure Anglo-Saxon with which he is content to cloth his thoughts, and in thus delivering them, not a single member of his audience is left in doubt as to the meaning he seeks to convey. There is no "trick" on the ambiguity of mystified utterance. One watches in vain for that studied eloquence that proclaims the throat-organ of the professor of elocution. There is nothing of the artificial tinkling of the footlights; no fancied superiority in a single argument or affirmation, but the natural out-pouring of a cultivated mind and of a heart that has made its peace with God and the whole family of mankind.

As for his theology, it may be said that if Bryan had burnt his bible, he had at least been able to rescue from the flames the first eleven verses of the fifth of Matthew. On those matchless principles he has laid every stone in that character, and by them directed every act of that life which has made him an honor not only to the American people but to the human race.

Bryan's speeches, lectures and sermons are already a matter of household property and it is not needful in this connection to quote from their wealth of epigram and the invariable current of common sense that distinguishes the entire effort, giving to it a value and dignity that nothing else could supply.

As is well known, there is nothing of the "intermit-

tently heroic" to be noted in Bryan's career. Briefly it is this: he has founded his life on the impregnable rock of Holy Writ. His God is a reality in which he has unbounded faith; and in constant communion with a Risen Redeemer, his fearlessness under all conditions becomes a matter of course—as it has become a matter of history.

Justice,—eternal and uncompromising justice as between man and man, between every "interest" and every creature related to it was probably the key note of his wonderful appeal to the citizens of Winnipeg. "On that foundation," said he, "may be built a tower that is not to be assailed by men or devils, but in any departure from it, there comes forth a fabric that the pulse of a woman may shatter into a wreck from which, except by the grace of God, it can never recover."

Bryan's influence is not circumscribed by the limitations of the American Republic. His sturdy manhood is what all the world delights in and seeks to emulate, and for this reason Canada welcomes her guest and is grateful for his coming.

He has "set the pace" for every aspirant to public life and for the conduct of the peoples' interests. What a chance for young Canada is there not today! Proved by every conceivable test open to men, Bryan's living principles have not suffered by the tornado tempests that have swept the course of his public life.

"Nature's forces carry their atmosphere. Man also has his atmosphere. He is a force-bearer and a force-producer." In measuring Kossuth's influence over the multitudes that thronged and pressed upon him, the historian says: "We must first reckon with the orator's physical bulk and then carry the measuring-tape around his atmosphere."

And Carlyle tells us that in 1848, during the riot in Paris, the mob swept down a street blazing with cannon, killed the soldiers, spiked the guns, only to be stopped a few blocks beyond by an old, white-haired man who uncovered and signalled for silence. Here the leader of the mob said: "Citizens, it is De la Euse. Sixty years of pure life is about to address you!"

So of Bryan, and the influence of that trumpet note need never occasion one anxious thought, for—

"Man is his own Star, and the Soul that can
Render an honest and a perfect man
Commands all light, all influence, all fate;
Nothing to him falls early or too late.
Our acts our angels are, or good or ill,
Our fatal shadows that walk by us still."

OUR RIGHTS

There are sharp limitations to every man's freedom; for one who is unwilling to recognise this, this world is not a good place to live in. The limitations to our freedom are largely determined by our neighbours' rights. When our rights and his rights interfere, our rights must go. My right to swing my arms ends where my neighbour's nose begins. And this is true even though arm-swinging may be an innocent and healthful exercise. We live in a world that is filled with other people, and our chief business in the world is to help those other people in every possible way. When we once fairly recognise this, we shall not even be willing, like some folks, to come as close to a neighbour's nose, without hitting, as we can; rather we shall forget all about the word "limitations" as bearing on self, and reach out eagerly after the limitless opportunity of living wholly for others.

THE GREAT FAIRS

THE BIGGEST EVER

The dates of the Winnipeg Fair, July 10 to 17, should be at once marked up on the calendar of every Western household, for to miss this, the great summertime festival of the Northwest, is to miss at once a week of keenest pleasure and recreation and the greatest object lesson of Western agricultural and industrial development ever gathered. It is only after one visits the Winnipeg Fair, the national Exposition of Western Canada, which in two or more seasons is going to see itself swelled into the great Selkirk Centennial, and sees with his own eyes that Western Canadian grains are the finest in the world, Western Canadian live stock bred on prairie farms the rivals of the prize-winners of the world, watches Western bred and trained horses winning the blue ribbon events of the richest half-mile track meet in America, that one

Minneapolis, and this year, with a new made track, \$27,000 in purses and stakes, and the great Selkirk Futurity looming in the horizon, the banner race meet of the country's history can safely be promised.

Among the unique features of this year's fair will be the Mammoth Electrical Exhibit, to be made by the Electrical Department of the City of Winnipeg. Anticipating the completion of the city's great power development plant at Point du Bois, where power for a province is to be cheaply made, the city will give an instructive and dazzling display, calculated to demonstrate the many commercial, economic and artistic uses to which this magic power is now put.

The Agricultural Motor Competition will be a leading feature again this year.



A DAY OFF FOR THE ENTIRE FAMILY

realizes that these little object lessons epitomise the truth that the Prairie Provinces of Canada truly form the last great garden spot of the earth's surface.

Among the permanent features of the Winnipeg Exhibition, the Live Stock Show this year promises to far outstrip in its scope and in the quality of the Western Canadian animals it exhibits any previous year's fair. Entries already promised form one of the truest indications of the self-evident fact that in the quality of live stock being bred in this land, Manitoba and the prairie provinces are taking equal ranks with any other stretch of country on the globe. In the same degree the Poultry Exhibit and the Dog Show will be larger, better filled and keener competing classes than they have in any previous year. Revision in the prize lists for all of these events has also conducted to better classes for the exhibitors.

The Winnipeg Exhibition Race Meet has always been the premier light harness event north of St. Paul and

EDMONTON

The Edmonton Exhibition Association is putting on a very strong Provincial Stock Show this year, making the stock department quite the leading feature of the show. This is being done for the reason that Edmonton is becoming the packing centre of the Province of Alberta since the J. Y. Griffin company established their business here. There are some other half dozen packing plants in Edmonton and Strathcona and the amount of money paid out for live stock last year was in the vicinity of \$750,000.00. The Edmonton farmers are looking for an opportunity to purchase thoroughbreds in cattle, sheep, swine and horses, and any party exhibiting this class of stock can feel sure of making sales. The Edmonton district is becoming the great mixed farming part of Alberta, and wholesale houses, recognizing that there is a consumer on every quarter-section, are rapidly establishing their businesses here for that reason.

The race meet this year, which is to be held during

the Fair, will be stronger than ever. Those who are fond of dogs or poultry will have a splendid opportunity of seeing some very fine exhibits.

Excursions will be run from all directions, and Edmonton during the past few years has become such an attractive and important city that it is well worth a visit for itself alone when the cheap rates are in force.

CALGARY

Calgary is to spend \$60,000 in making its exposition larger and better than even the splendid Dominion Fair of recent date which was held there.

Its strong drawing card will be its unique display of live stock specialties, while the city has arranged for an art exhibit—the best ever seen west of Winnipeg.

A great historical pageant will also mark the occasion, and considering the success which distinguished the last effort made by the city in this respect, a really splendid show may be confidently expected. The famous Navassar Ladies' Band, of New York, is also taking its part in the programme, and the general platform attractions are of a particularly striking character.

PORTAGE LA PRAIRIE

Portage la Prairie will have four days such as it has never provided for public education and amusement even in the best of its splendid achievements of the past. It will eclipse all past records in its premium list as well as in the character and magnitude of its entertainment novelties. Among these will be "The Battle of Batouche," a spectacular event of exceptional interest, which will be carried out on an unusually lavish scale and which will represent one of the finest bits of histrionic art ever presented in the West.

BRANDON

Brandon has never failed to do credit to herself in any undertaking she has been identified with, and it is a foregone conclusion that the 1909 Fair will be a distinct advance on anything she has yet attempted.

With the best possible natural facilities in the disposition of her fair grounds, and a railway service that can bring folks from everywhere, it is quite safe to predict a gigantic success for the Wheat City.

Any good book, any book that is wiser than yourself, will teach you something—a great many things indirectly and directly, if your mind be open to learn. This old counsel of Johnson's is also good and universally applicable: Read the book you do honestly feel a wish and a curiosity to read.

T. CARLYLE.

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You can do it
by **SHIPPING**
YOUR GRAIN
DIRECT with the
help of the



Cameron Portable Grain Elevator

Experts all agree that this simple appliance is the most perfect machine for the purpose. Saves infinite waste of time, labor, and expense. Will fill a car in from one to two hours (according to size). Adjustable shutes can be placed at any angle to load from warehouse, platform or wagon direct into car.

Run by gasoline motor, which can be detached and used for crushing grain, running separator or any other purpose.

Total weight only 600 lbs., and being on a truck can be readily drawn to any location. Ask your dealer to order yours at once to assure timely delivery.

The Cameron Mnfg. Co. Ltd.
155 Lombard Street, Winnipeg

Grain Growers' Grain Co., Winnipeg, Man.

Dear Sir:—I wish to convey my thanks for the efficient and speedy manner in which the Grain Growers' Grain Co. handled my car of barley in January last. The outturns were satisfactory in every particular and I received 8c. a bushel more for this car of barley than I could get from buyers on the street and market. I have every reason to be proud of the G. G. Grain Co. and will be pleased to have it handle my grain in the future. My neighbors also speak highly of the company as a commission firm, and I predict that in the near future you will handle fully 75 per cent. of the grain in the three western provinces. The management of the G. G. Co. have won the good will and esteem of the members of Spring Hill association. Wishing you every success in the future, I am,

Yours truly, AARON BONY.

SUNSHINE GUILD

(Conducted by Marie.)

Dear Friends,

I must ask you all to remember the Fresh Air Festival. A few cent pieces will send a child into the country and provide a good meal and a day to be remembered in the Fresh Air and among the flowers. I want you all to read these verses as I think they are very appropriate:

THE CALL OF THE CHILD.

The country in the summer time—
Who'd leave it for a day?
For every hedge is clad in green
And every garden gay.
Through meadows starred and poppy-red
The laughing streamlets run,
And myriad butterflies come out
To wanton in the sun.

The cities in the summertime—
How stifling every street!
See how the children fret and pine
And languish in the heat.
How sadly droops each heavy head,
How wearily they sigh
For shady lanes, where tall trees spread
A canopy on high.

Will you this golden summertime
Give all the help you may
To make some city children glad
For one long glorious day?
Grant the drab canvas of their lives
A single brightening touch;
To you it means so little, and
To them it means so much!

Dear children won't you try and remember when you are planning your picnics and summer holidays all the dear mites who will have no summer holidays or picnics unless you send along your cents to help us in giving them this one glorious day.

The children in the St. Charles circle are working delightfully. I have just received a beautiful Post Card Album and 5 rag Dollies for the children's Hospital and also several rag books for the Day Nursery. Many, many thanks for your loving and thoughtful help, dear children. I will forward these without delay.

DON'T FORGET THE FRESH AIR FESTIVAL.

Yours lovingly,

"MARIE."

NOBLE LIVING

"Few," it is written, "and evil are the days of man." Soon, very soon, we and our affairs will have passed away. Uncounted generations will trample heedlessly upon our tombs. What is the use of living if it be not to strive for noble causes and to make this muddled world a better place for those who will live in it after we are gone? How else can we put ourselves in harmonious relation with the great verities and consolations of the infinite and the eternal? And I avow my faith that we are marching towards better days. Humanity will not be cast down. We are going on—swinging bravely forward along the grand high road—and already behind the distant mountains is the promise of the sun.

Rt. Hon. WINSTON CHURCHILL, M.P.

THE BUSINESS OF BOOKS

The real business of books is to build up mind and character—the love of justice, truth, and mercy.

JOHN MORLEY.

PROOF POSITIVE

A servant girl had been sent on an errand. On returning, she said to her mistress. "Oh, ma'am, there's been a young man following me." "Oh, indeed," replied her mistress. "Yes, ma'am. I know he was a-following me, because he kept looking round to see if I was a-coming."

AWKWARDLY PUT

Overtaken by a heavy shower of rain, a lady took refuge in a shop, where she employed the time in making some purchases. "You seem very quiet today," she said to the youth behind the counter. "Yes, madam," was the reply; "just look at the weather! What respectable person would venture out of doors on a day like this?"

Miss Penny—"Are you sure that your Johnnie didn't break the glass on our hot-bed while throwing snow balls this morning?"

Mrs. Faith—"Yes, indeed. He not only told me he didn't do it, but solemnly promised never to do it again."

THE VERY MAN

A Parliamentary candidate for a Scotch constituency came across a crofter, who seemed to be dissatisfied with both candidates.

"It's nae use a-talkin' to me, sir," said the man to his would-be representative in Parliament—"not a bit o' use. The kind o' man we want here is a richt-doon rascal—one that disna care a rap for man or beast!"

Hopeless as the case appeared to be, the candidate bravely persisted in expounding his views, and soon succeeded in interesting the seeming irreconcilable. Indeed, the crofter was so carried away by the earnestness and enthusiasm of the vote-seeker that, glowing with satisfaction, and anxious to make amends for his first reckless remarks, he seized the candidate's hand, and exclaimed:

"Sir, ma vote's yours! Ye're the very man for us!"

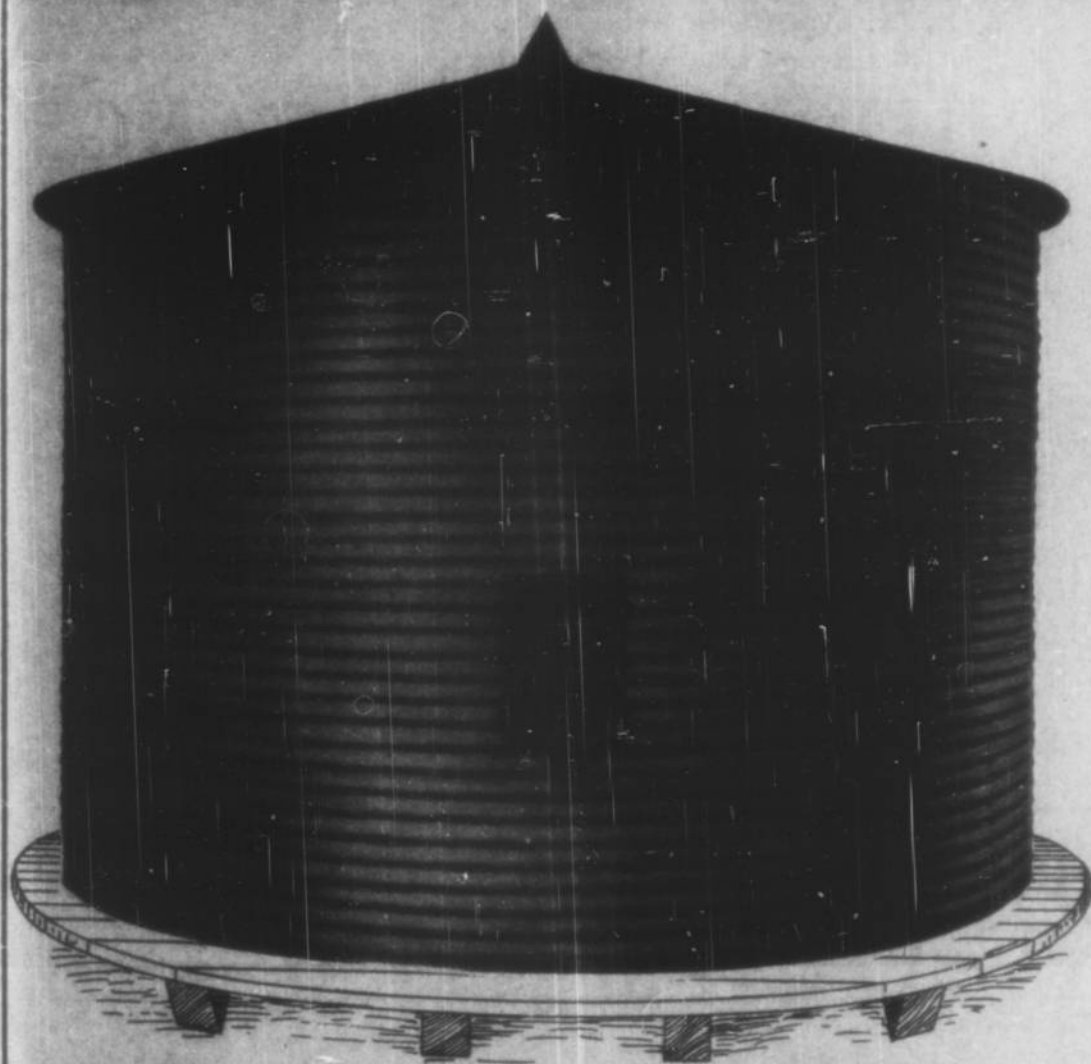


TEMPERANCE GENTLEMAN:—"Tom Timpkins, if you continue like this there is only weeping and gnashing of teeth in store for you."

THE INCORRIGIBLE:—"Ain't (hic) got a tooth (hic) in me 'ead."

TEMPERANCE GENTLEMAN:—"My friend, teeth will be provided."

PORTABLE CORRUGATED GRANARY—Patented



Our granary is made of heavy galvanized corrugated steel, and while stronger than the ordinary wooden granary, weighs about one third as much, making it easy to move.

Then, too, it is fire and lightning proof, nor is there any danger of loss from rodents.

We would be pleased to have you write us for illustrated folder, giving full information.

CORRUGATED IRON or "V" CRIMP ROOFING

(Either Painted or Galvanized)

Is the cheapest and Best Lightning and Fire and Water Proof.

The only kind of good Roofing for your

BARNs AND IMPLEMENT SHEDS

as you can put it directly on the Rafters and Studding, saving sheeting lumber.

METAL SHINGLES, SIDINGS AND CEILINGS

For your houses.

Only manufacturers of this material in the West.

If your dealer does not handle our goods, write us direct for prices.

Winnipeg Ceiling & Roofing Co.

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Every One Enthusiastic
Every One a Praiser of

COCKSHUTT ENGINE GANGS

Because they are Built on Proper Principles

Every Plow Works Independently

Every Plow Cuts an Equal Depth

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BRANTFORD
CANADA



COCKSHUTT ENGINE GANG—14 in. bottoms, either breaker or stubble (interchangeable). The above style on wheels is made with 6-furrow frame for 4, 5 or 6 plows; 8-furrow frame for 6, 7 or 8 plows; also in 10 and 12 furrow sizes. The 10 and 12 furrow sizes are also sold with frame on skids.

The nature of the land in Western Canada is such that in dry seasons it becomes hard and tough. In traction plowing this causes an enormous strain upon the strain resisting parts of the plow. The bent beams used by some engine gang plow builders are liable to become partly straightened, thus causing trouble in operation not easily remedied. The strong straight beams of the Cockshutt cause the pull to come direct, making it impossible for them to bend or break. This feature insures straight, even, uniform plowing.

In the spring and wet seasons of the year, the ground is necessarily very soft. The ponderous weight required in traction engines, causes the drive wheels to sink and press the ground, leaving as it were a sunken path. Our individual plows working under these conditions can turn uniform furrows. This is impossible with gangs of two: one plow cuts deep, while the other travelling in the pressed track of the drivers, merely skims the surface.

There are other reasons why the COCKSHUTT ENGINE GANG is the Best Plow built.

Ask your nearest steam plowman why he bought a Cockshutt. Our 1919 catalogue also tells. Just ask for it—we will mail it free.

COCKSHUTT PLOW COMPANY, Limited

Factory: BRANTFORD.

Western Branches: WINNIPEG, REGINA, CALGARY, EDMONTON

Alberta's Grand Summer Fair

and Provincial Stock Show

At EDMONTON

June 29 and 30
July 1 and 2

Exhibit your Thoroughbred Stock where you can sell it.

The Edmonton Provincial Stock Show gives you this opportunity, and offers the best prize money in Western Canada.

Edmonton farmers, since **Edmonton** has become the **Packing Centre of Alberta**, are on the look out for good stock. Exhibit yours.

Write for prize list.

A. G. HARRISON

Manager and Secretary.